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Eastern Dublin Scenic Corridor

Policies and Standards

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City of Dublin

David L. Gates & Associates

April 1996



TABLE OF CONTENTS

PURPOSE	1
METHODOLOGY	2
DEFINITIONS	3
OVERALL IMPLEMENTING POLICIES	9
SCENIC CORRIDOR ZONES	23
Zone 1: I-580	23
Zone 2: Tassajara Gateway	28
Zone 3: Tassajara Creek Valley	31
Zone 4: Tassajara Village Area	36
Zone 5: Fallon Rural Open Space	39
Zone 6: Fallon Road Gateway and Village	43
IMPLEMENTATION	47

LIST OF FOLD-OUT DIAGRAMS

Fig. 2: Environmental Constraints	5
Fig. 3: Land Use	7
Fig. 4: Visual Features	13
Fig. 5: Zones	15
Fig. 6: Viewpoints	17
Fig. 7: Viewpoint 2 - Building heights	19
Fig. 8: Viewpoint 3 - Building heights	21



CHIEF OF POLICE

TO THE HONORABLE
THE BOARD OF SUPERVISORS
COUNTY OF ALBANY
NEW YORK
I HEREBY CERTIFY THAT
THE FOLLOWING IS A
TRUE AND CORRECT
COPY OF THE
ORDINANCE
PASSED BY THE BOARD
OF SUPERVISORS
ON THE 10TH DAY OF
JANUARY 1900
IN THE CITY OF ALBANY
NEW YORK

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PURPOSE

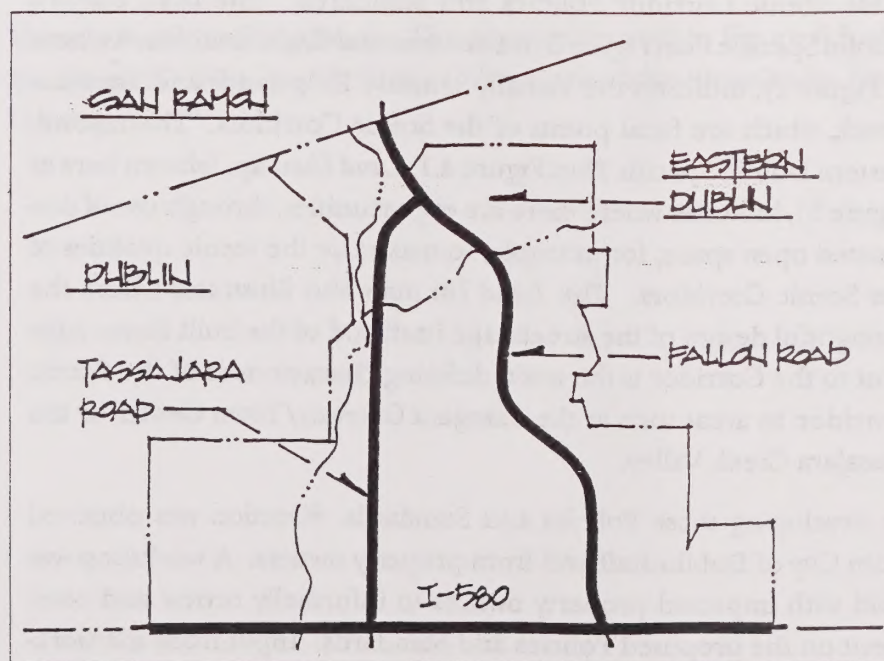
The Eastern Dublin Specific Plan, in Program 6Q, states that “the City should officially adopt Tassajara Road, I-580, and Fallon Road as designated scenic corridors; adopt a set of scenic corridor policies; and establish review procedures and standards for projects within the scenic corridor viewshed.”

This document is an implementing tool which has been created to carry out the requirements of that Program and other policies and programs of the Specific Plan. Thus, **the Scenic Corridor Policies and Standards are not intended to change any land uses described in the Specific Plan.** Rather, they are intended to clarify how the land uses set forth in the Specific Plan will be implemented when development occurs adjacent to a Scenic Corridor, or affects a significant view from a Scenic Corridor.

The policies set out in this document do not override other constraints stated in the Specific Plan. These policies and standards supplement and clarify the Specific Plan, rather than modify it. The intent of these policies and standards is to allow project development as shown in the Plan to occur while maintaining the visual character of the eastern ridgelines, watercourses, and distinct landscape features, for travelers on scenic routes in Eastern Dublin. While the applicant should generally comply with these standards, the City may allow some flexibility with meeting these standards only if the applicant demonstrates, to

To establish a visually distinctive community which preserves the character of the natural landforms by protecting key visual elements and maintaining views from major travel corridors and public spaces.

Eastern Dublin Specific Plan Goal



Preserve the natural open beauty of the hills and other important visual resources, such as creeks and major stands of vegetation.

Policy 6-28: Eastern Dublin Specific Plan

Figure 1: Location Map

the satisfaction of the Planning Department, compliance with the overall intent of the policies and standards. **Should any of these policies or standards conflict with the land use goals, policies or programs of the Eastern Dublin General Plan Amendment and Specific Plan, the land use constraints of the General Plan Amendment and Specific Plan shall govern.** This document may be modified at any time by resolution of the City Council. Any such modification shall not constitute an amendment to the Specific Plan.

METHODOLOGY

In compliance with the Eastern Dublin Specific Plan policies and action programs, and the Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report, the City of Dublin is officially adopting I-580, Tassajara Road and Fallon Road as designated scenic corridors. The City hired David L. Gates & Associates as consultant to prepare Eastern Dublin scenic corridor policies, and project review procedures and standards.

To prepare these policies, procedures, and standards, the consultant conducted a visual survey of the Specific Plan area to identify and map scenic corridor viewsheds of existing scenic vistas. Profiles of elevations across the area were analyzed in order to evaluate the impacts of development on specific views.

Two maps from the Specific Plan were also key in the development of these Scenic Corridor Policies and Standards. The first, Eastern Dublin Specific Plan Figure 6.3, *Environmental Constraints*, (shown here as Figure 2), indicates the Visually Sensitive Ridgeland and Tassajara Creek, which are focal points of the Scenic Corridors. The second, Eastern Dublin Specific Plan Figure 4.1, *Land Use* map, (shown here as Figure 3), indicates where there are opportunities, through use of designated open space, for example, to maximize the scenic qualities of the Scenic Corridors. The *Land Use* map also illustrates where the thoughtful design of the streetscape itself and of the built forms adjacent to the Corridor is the main defining characteristic of the Scenic Corridor, in areas such as the Tassajara Gateway/Town Center or the Tassajara Creek Valley.

In developing these Policies and Standards, direction was obtained from City of Dublin staff and from property owners. A workshop was held with impacted property owners to informally review and comment on the proposed Policies and Standards. Input from the workshop and meetings was used in developing the final document.



.....

The Scenic Corridor Policies and Standards integrate two approaches.

1. In order to address the variety of conditions along the Scenic Corridors, policies specific to each segment of Scenic Corridor were developed.
2. In addition, Viewpoints were designated where there is a specific view of outstanding scenic value.

DEFINITIONS

Scenic Corridor - The rights-of-way of I-580, Tassajara Road, and Fallon Road.

Scenic Design Analysis - Design review, siting criteria and detailed visual analysis as described in Mitigation Measure 3.8/8.1 of the Eastern Dublin GPA and Specific Plan EIR and Policies 6-28 through 6-39 of the Eastern Dublin Specific Plan and further detailed under the Implementation section of this document.

Viewpoint - A point on the Scenic Corridor right-of-way designated as a "Viewpoint" and indicated on Figure 6, the **Viewpoints** map, from which a view of exceptional scenic quality is seen.

Viewshed - The area, indicated generally by the shaded areas on Figures 6, 7 and 8, between a Viewpoint and the designated object of the view, or the area within 700 feet of a Scenic Corridor that is visible from the Scenic Corridor.

Visually Sensitive Ridgelands - The areas designated in Figure 6.3 of the Eastern Dublin Specific Plan as "Visually Sensitive Ridgeland - No Development."

Fig. 2: Environmental Constraints

Legend

-  Geotechnical Avoidance Areas
-  Geotechnical Avoidance Areas - Infrastructure Feasible
-  Slopes over 30%
-  100-year Flood Plain
-  Tassajara Creek
-  Intermittent Streams
-  Sensitive Habitat Area
-  Golden Eagle Protection Zone
-  Visually Sensitive Ridgelines - No Development
-  Visually Sensitive Ridgelines - Restricted Development

EASTERN DUBLIN Specific Plan

Wallace Roberts & Todd

Urban and Environmental Planners
121 Second Street, 7th Floor
San Francisco, CA 94105
(415) 541-0830



NOTE: The internal system of local streets shown in this figure is illustrative only.



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Fig. 3: Land Use



Legend

Roads

RESIDENTIAL

- Rural Residential/ Agriculture .01 du/ac
- Single Family 0.9-6.0 du/ac
- Medium Density 6.1-14.0 du/ac
- Med-Hi Density 14.1-25.0 du/ac
- High Density 25.1 + du/ac

COMMERCIAL/INDUSTRIAL

- General Commercial
- Neighborhood Commercial
- Campus Office
- Industrial Park

PUBLIC/SEMI-PUBLIC

- Public/Semi-Public
- EL Elementary School
- JR Junior High School
- HS High School

PARKS AND OPEN SPACE

- Neighborhood Square
- Neighborhood Park
- Community Park
- City Park
- Open Space

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Specific Plan

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NOTE: The internal system of local streets shown in this figure is illustrative only.

* General Commercial may be permitted by a Planned Development Zoning Process (see text for complete discussion)
** Will convert to Future Study Area/Agriculture where determined inconsistent with Livermore APA (see text for complete discussion)



OVERALL IMPLEMENTING POLICIES FOR THE EASTERN DUBLIN SCENIC CORRIDORS

These overall implementing policies apply to all development adjacent to a Scenic Corridor, generally within 700 feet of such a corridor. Specific policies, set forth in the subsequent section, apply to development located along specific segments ("Zones") of the Scenic Corridors.

1. Maintain a sense of place for Eastern Dublin with relation to natural landforms and topography.

I-580, Tassajara Road, and Fallon Road have been designated as Scenic Corridors by the City of Dublin. The principal elements contributing to the scenic character of these corridors are the sweeping panorama of the foothills and the rural landscape. As the rural landscape will be altered by development, maintaining views of the foothills and other significant features such as Tassajara Creek is essential if the area is to maintain its visual identity.

Along Eastern Dublin's Scenic Corridors, there are places where Tassajara Creek, the foothills and ridgeland, and other landscape features that distinguish the Eastern Dublin area are more visible, and more directly experienced. The map, **Visual Features** (Figure 4), identifies particular features visible from I-580, Tassajara Road, and Fallon. In order to retain the sense of these natural landforms and emphasize their importance in defining the Community's identity, and in order to preserve the sense of openness that characterizes the Eastern Dublin area, special provisions are set forth protecting these views.

2. Allow the traveler along a Scenic Corridor to experience the varied features of the landscape.

Eastern Dublin's Scenic Corridors traverse a range of landforms and existing and potential land uses. They take the traveler through town centers and open space, past creeks, parks and residential neighborhoods, and through knolls and valleys. They offer views of near foothills, prominent ridgeland, and distant Mt. Diablo. In order to maximize the opportunities that these corridors offer, it is necessary to address each segment as an entity with its own character and priorities.

Site grading and access roads shall maintain the natural appearance of the upper ridgeland or foreground hills within the viewshed of travelers along I-580, Tassajara Road, and the future extension of Fallon Road. Streets should be aligned to follow the natural contours of the hillsides. Straight, linear rows of streets across the face of hillsides shall be avoided.

Policy 6-33: Eastern Dublin Specific Plan

Structures built near designated scenic corridors shall be located so that views of the backdrop ridge (identified in Figure 6.3 as "visually sensitive ridgeland - no development") are generally maintained when viewed from the scenic corridors.

Policy 6-30: Eastern Dublin Specific Plan

OVERVIEW AND INTRODUCTION TO THE COURSE

The course is designed to provide a comprehensive overview of the field of study. It covers the fundamental concepts and theories that underpin the discipline, as well as the latest research and developments. The course is structured to allow students to gain a deep understanding of the subject matter, while also developing critical thinking and problem-solving skills.

The course is divided into several modules, each focusing on a specific area of the field. The modules are designed to build on each other, providing a logical progression of learning. The course is taught by a team of experienced lecturers, who are experts in their respective fields.

The course is designed to be both challenging and rewarding. It provides a solid foundation for further study and research in the field. The course is also designed to be flexible, allowing students to tailor their learning to their own needs and interests. The course is a key component of the degree program, and it is essential for students to complete it successfully.

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The **Zones** map (Figure 5) identifies six distinct zones, each with particular policies and standards.

Zone 1: I-580

Zone 2: Tassajara Gateway

Zone 3: Tassajara Creek Valley

Zone 4: Tassajara Village Center

Zone 5: Fallon Rural Open Space

Zone 6: Fallon Road Gateway and Village

At certain points, particularly significant views are possible from the Scenic Corridors. The **Viewpoints** map (Figure 6) identifies these special viewpoints, their view cones (where appropriate), and the focus of the views to be preserved.

3. Assure that development along the Scenic Corridors is well planned and sensitively sited to respect the natural topography.

Although development along the Scenic Corridors will alter the rural character of the area, sensitive siting of development will preserve the semi-rural ambiance of the Eastern Dublin Community from the Scenic Corridors. It will prevent unnecessary intrusions into viewsheds, strive to preserve horizon lines, and maximize views to open space and natural features, while still allowing land uses as described in the Eastern Dublin Specific Plan.

- Site buildings so as to blend with the landforms where possible, and to minimize the presence of buildings from the Scenic Corridors when the focus of the zone is the natural landscape.
- Cluster buildings where possible in order to maximize open space and views from the Scenic Corridor.
- Building setbacks are encouraged to allow views to hills and ridgelines.
- Natural appearing berms may be used to screen buildings from Scenic Corridors.

Development is not permitted on the main ridgeline that borders the planning area to the north and east, but may be permitted on the foreground hills and ridgelines. Minor interruptions of views of the main ridgeline by individual building masses may be permissible in limited circumstances where all other remedies have been exhausted.

Policy 6-29: Eastern Dublin Specific Plan



1. The first step in the process of identifying a problem is to define the problem clearly and concisely.

- 2. The second step is to gather information about the problem.
- 3. The third step is to analyze the information and identify the causes of the problem.
- 4. The fourth step is to develop a plan of action to solve the problem.
- 5. The fifth step is to implement the plan and monitor the results.

6. The sixth step is to evaluate the results and determine if the problem has been solved.

7. The seventh step is to document the process and results for future reference.

8. The eighth step is to communicate the results to the relevant stakeholders.

9. The ninth step is to review the process and make any necessary adjustments.

10. The tenth step is to celebrate the success and learn from the experience.

11. The eleventh step is to share the results with the wider community.

12. The twelfth step is to continue to monitor the situation and be prepared to take further action if necessary.

The process of identifying a problem is a continuous one. It is not a one-time event, but rather a ongoing process that requires constant attention and effort. The steps outlined above provide a general framework for the process, but they are not meant to be rigidly followed. The specific steps and order may vary depending on the nature of the problem and the resources available. The key is to approach the problem with a systematic and logical mindset, and to be willing to adapt and change as needed.

4. *Achieve high quality design and visual character for all development visible from designated Scenic Corridors, generally within 700 feet of a Scenic Corridor.*

High quality design will also complement the area's natural setting. It will enhance the semi-rural ambiance of the Eastern Dublin Community from the Scenic Corridors, and will present a positive image of the Community.

- Architecture should complement the natural environment rather than distract from it.
- Roof lines should be varied in height and pitch to harmonize with the rolling and irregular forms of the topography.
- Building masses should be broken so as not to be monolithic.
- Base colors and materials used for buildings should harmonize with the colors of the earth and natural colors of the environment.

5. *Assure that landscaping adjacent to the Scenic Corridors harmonizes with the scenic environment.*

Planting along the Scenic Corridor right-of-ways should be appropriate to the varied conditions experienced along the corridors.

- In the Fallon Rural Open Space Zone, informal massing of trees and shrubs harmonizes with the natural riparian and valley vegetation and the irregular forms of the hills.
- In the Town Center, where the built environment is the focus, more formal planting is appropriate.
- Where the foreground hills are a focus of the Scenic Corridor experience, landscaping should allow views of those hills through and/or over planting.
- Use of landscape plants which have forms that harmonize with the plants native to this area, and of native-compatible plants is encouraged.

Building design shall conform to the natural land form as much as possible. Techniques such as multi-level foundations, rooflines which complement the surrounding slopes and topography, and variations in vertical massing to avoid a monotonous or linear appearance should be used.

Policy 6-36: Eastern Dublin Specific Plan



1. The first step in the process of creating a business plan is to conduct a market analysis. This involves researching the industry, identifying potential customers, and understanding the competitive landscape.

2. The second step is to develop a business model. This involves determining how the business will generate revenue and what its primary costs will be.

3. The third step is to create a marketing strategy. This involves identifying the target market and developing a plan to reach and persuade potential customers.

4. The fourth step is to develop a financial plan. This involves estimating the business's revenue, expenses, and profitability over a period of time.

5. The fifth step is to write a business plan. This involves combining all the information gathered in the previous steps into a coherent document.

6. The sixth step is to seek funding. This involves presenting the business plan to potential investors or lenders to secure the capital needed to start the business.

7. The seventh step is to launch the business. This involves implementing the marketing strategy and beginning operations.

8. The eighth step is to monitor and evaluate the business's performance. This involves tracking key metrics and making adjustments as needed.

9. The ninth step is to scale the business. This involves expanding the business's operations to reach a larger market.

10. The tenth step is to exit the business. This involves selling the business or its assets to another party.

11. The eleventh step is to reflect on the experience. This involves thinking about what was learned from the process and how it can be applied to future ventures.

12. The twelfth step is to celebrate success. This involves acknowledging the achievements of the business and the team that worked to create it.



Fig. 1: Visual Features

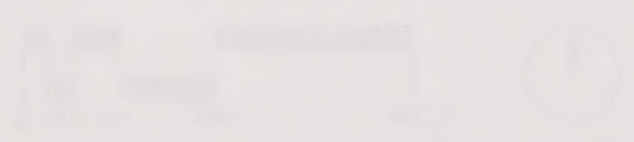
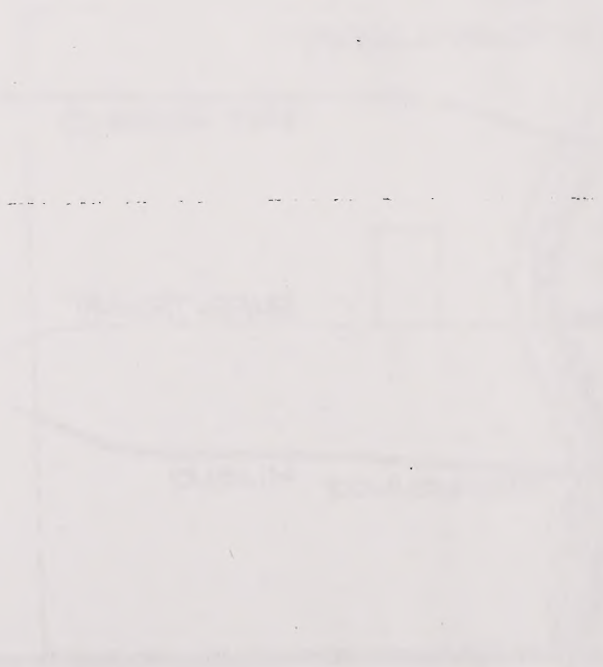
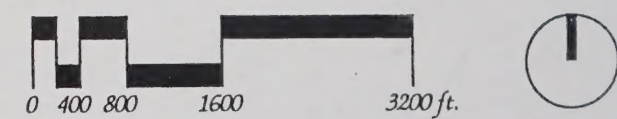
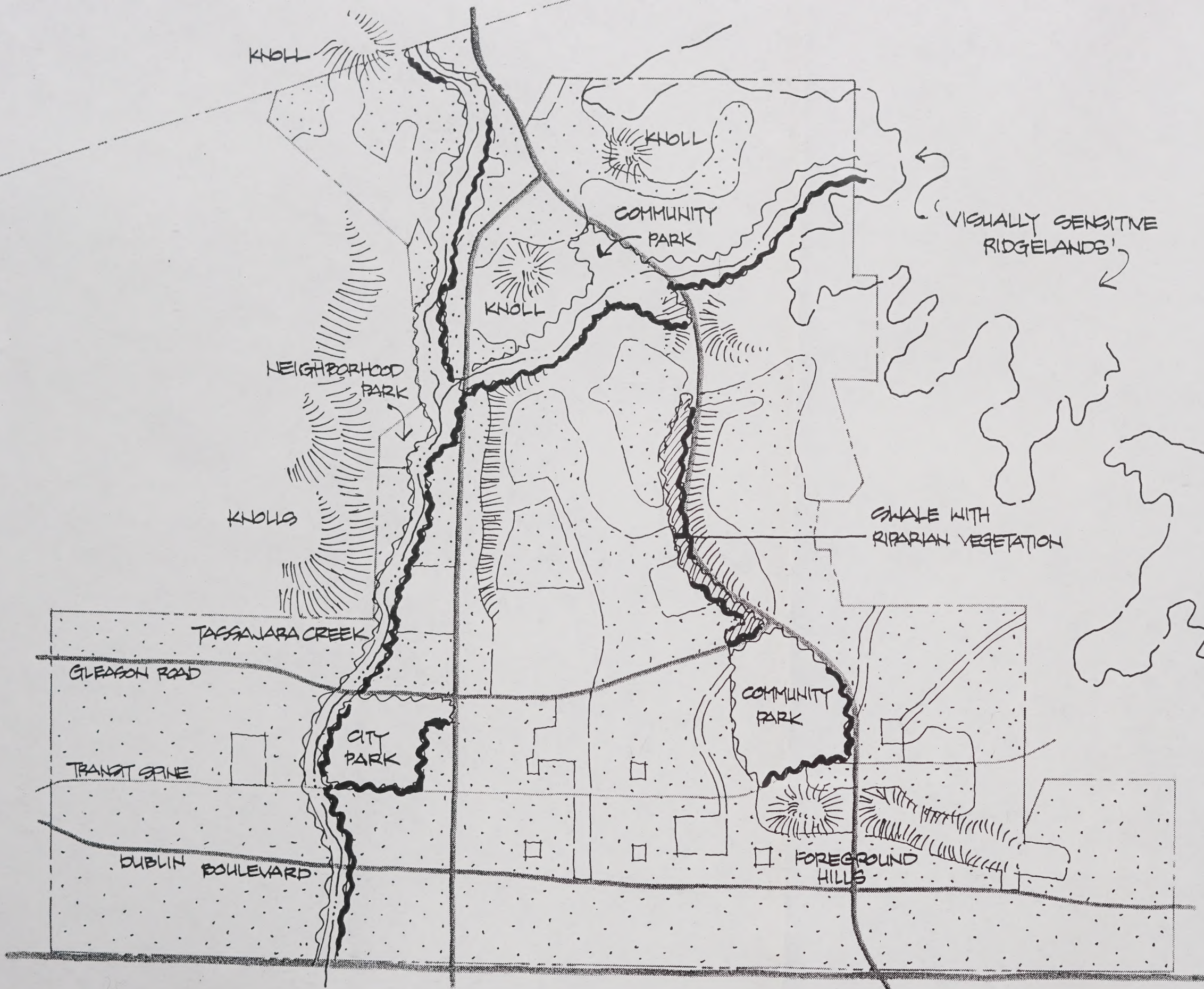


Fig. 2: Flow Diagram



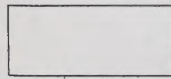
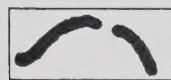
Fig. 4: Visual Features

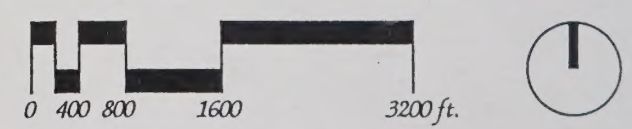
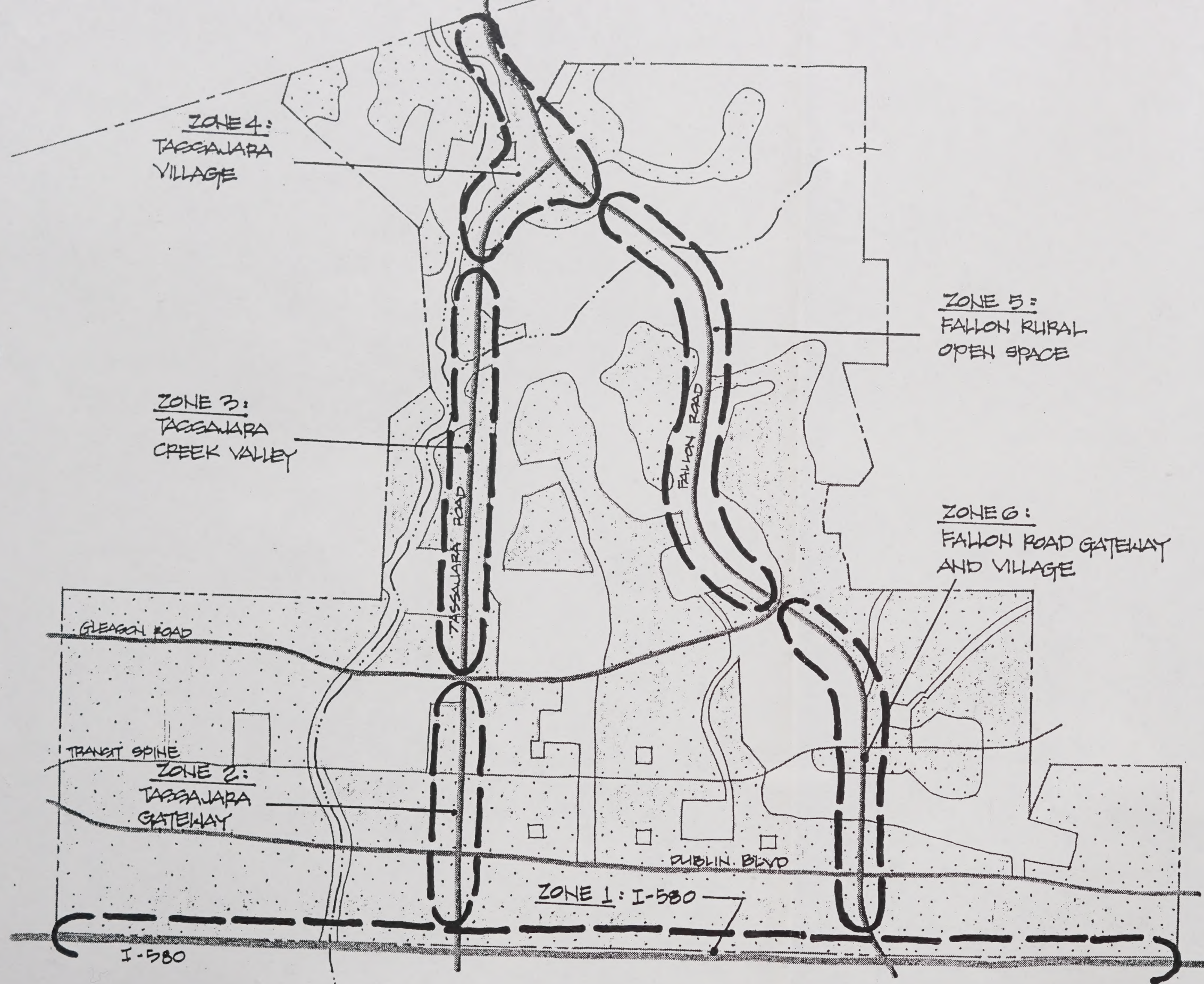


Prepared by David L. Gates & Associates



Fig. 5: Zones

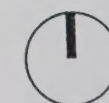
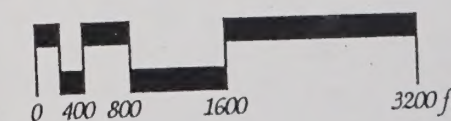
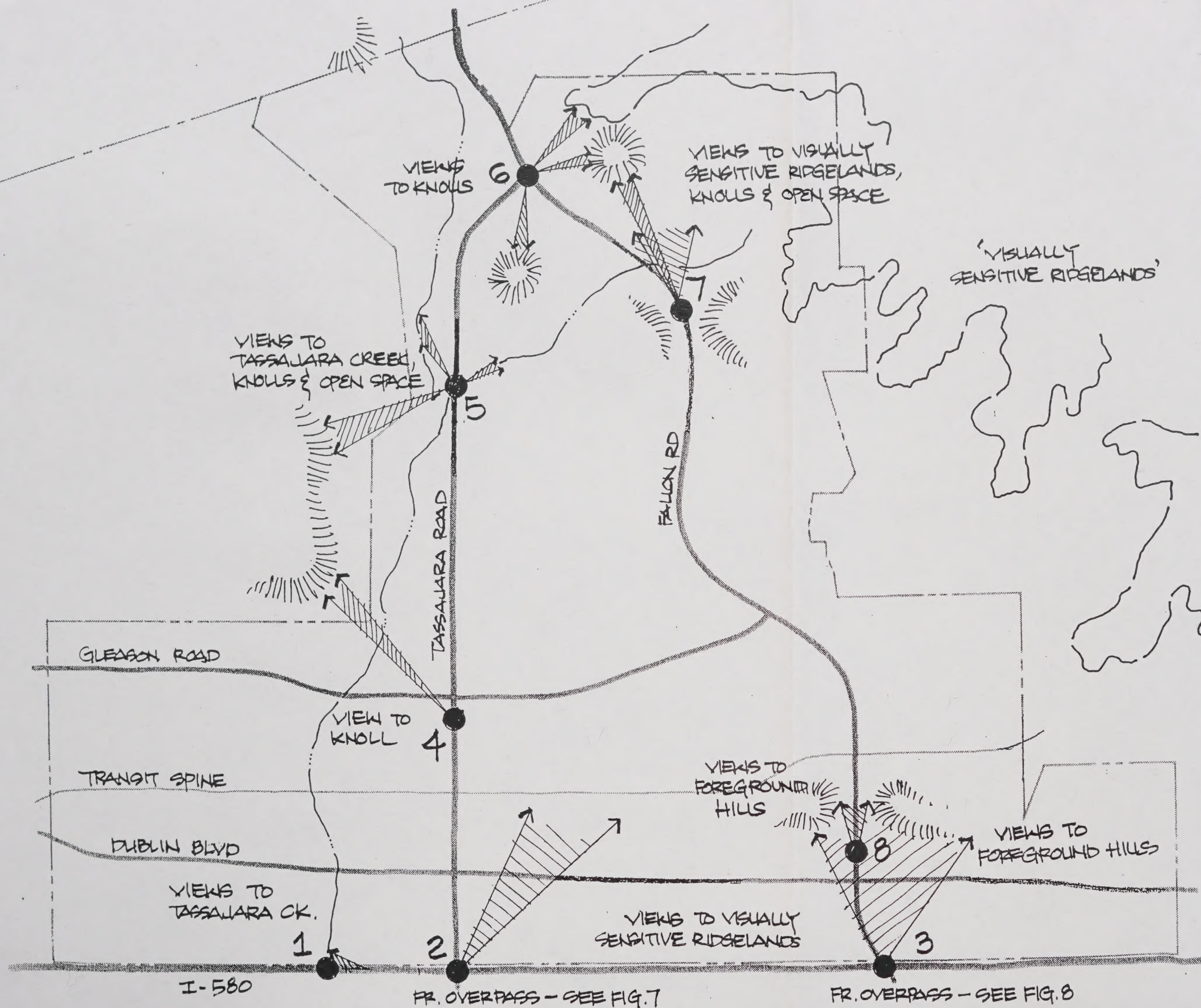
-  Commercial & Residential
-  Open Space, Parks, Schools & Rural Residential
-  Zones



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Fig. 6: Viewpoints



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Fig. 7: Viewpoint 2 - Building heights within viewcone

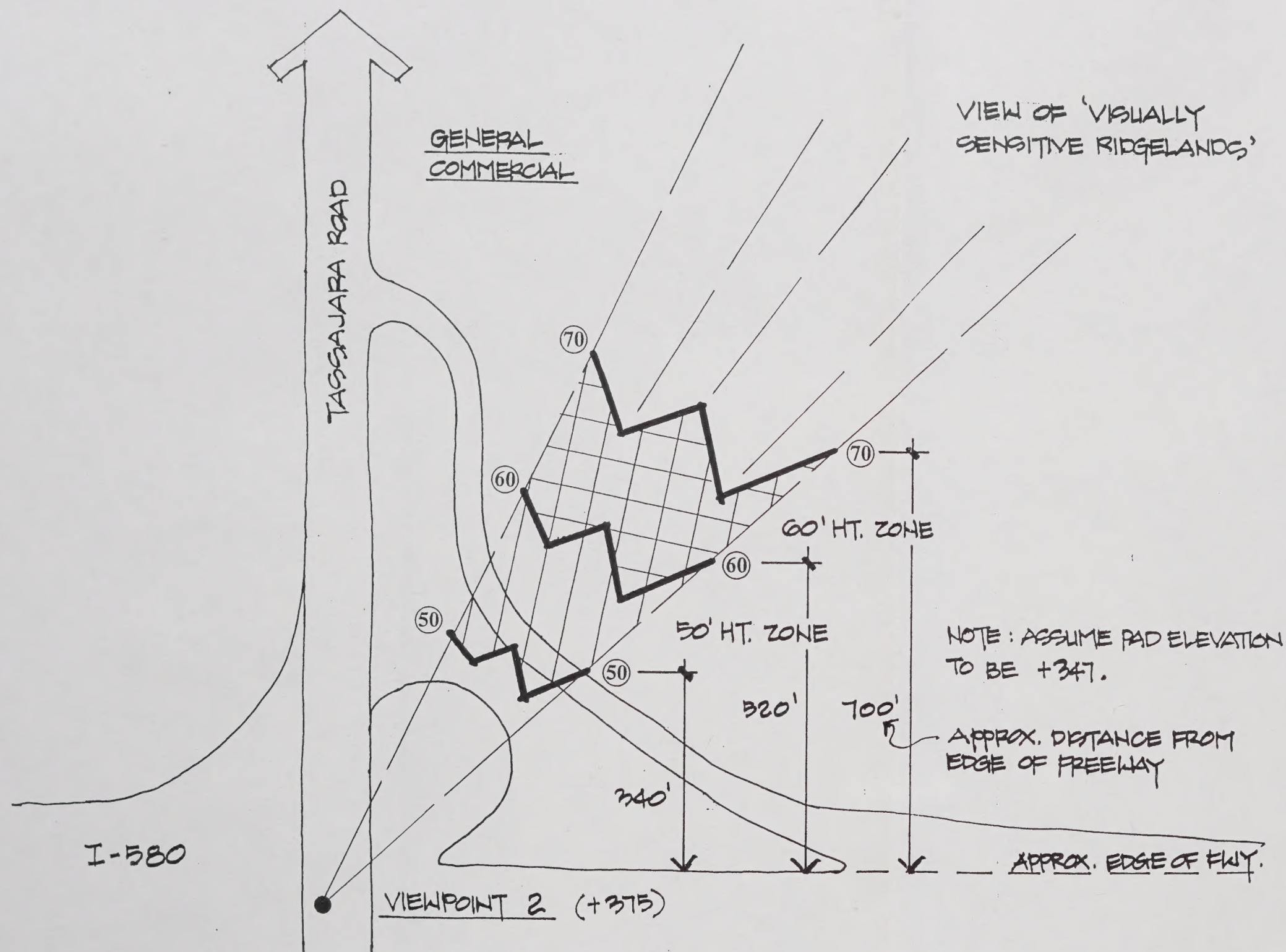
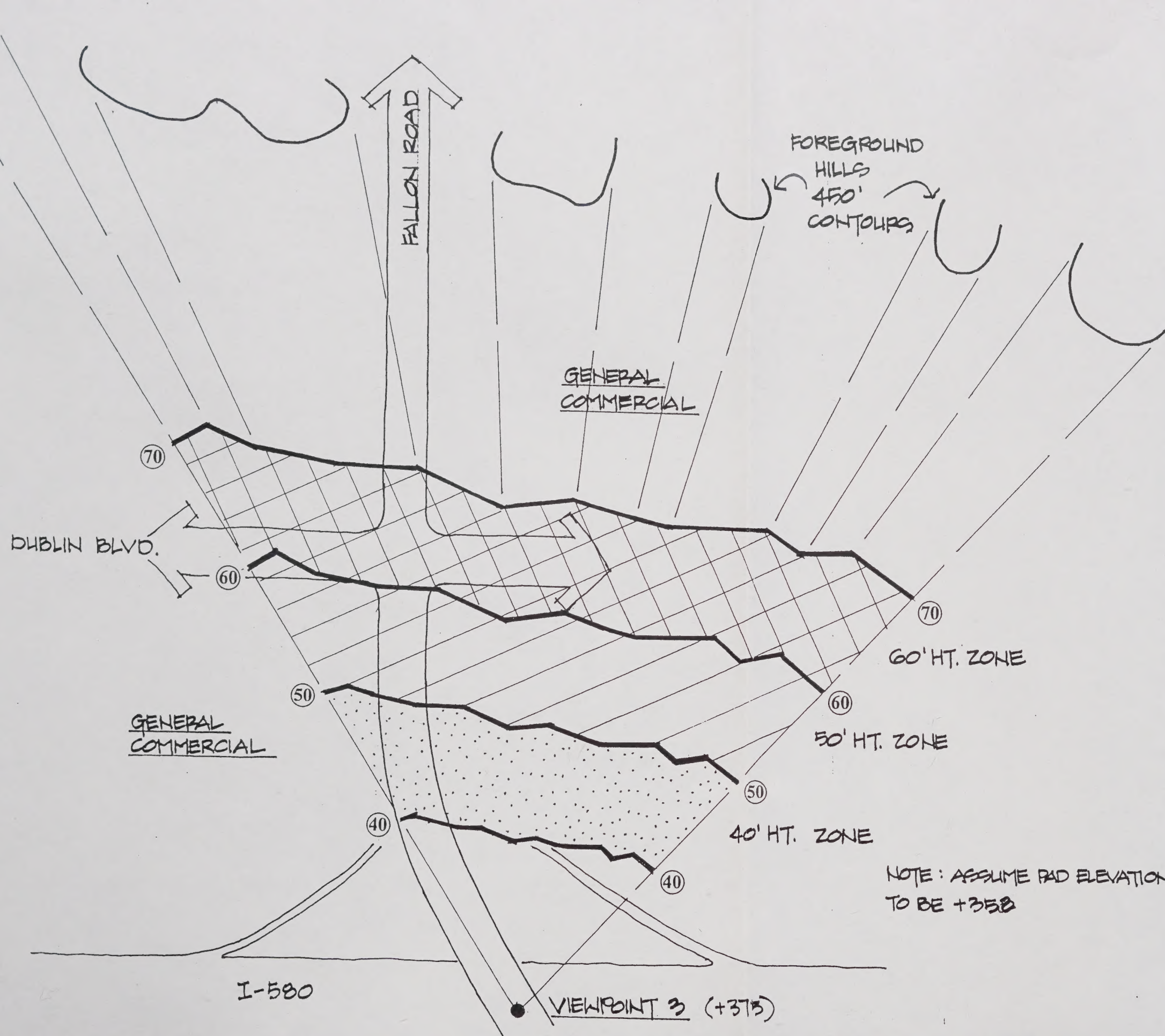






Fig. 8: Viewpoint 3 - Building heights within viewcone



SCENIC CORRIDOR ZONES

Zone 1: I-580

From the I-580 Zone, Eastern Dublin is defined by the backdrop of ridges to the north and east, and by large knolls to the northwest. I-580 crosses the Tassajara Creek corridor, a significant natural feature, providing a view up the creek corridor. At Fallon Road, a low group of hills, which are designated as open space, visually emphasize the character of the land. Mt. Diablo is visible in the distance. From the I-580 Zone, millions of travelers annually will form their impressions of the community of Eastern Dublin, its fit with the landscape, and its connection to its rural surroundings and past.

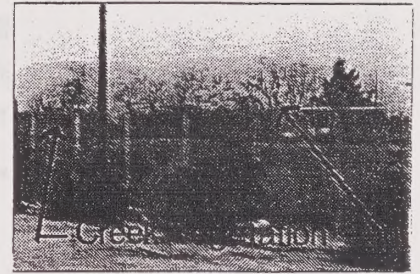


Figure 9: Viewpoint 1 (I-580 at Tassajara Creek)

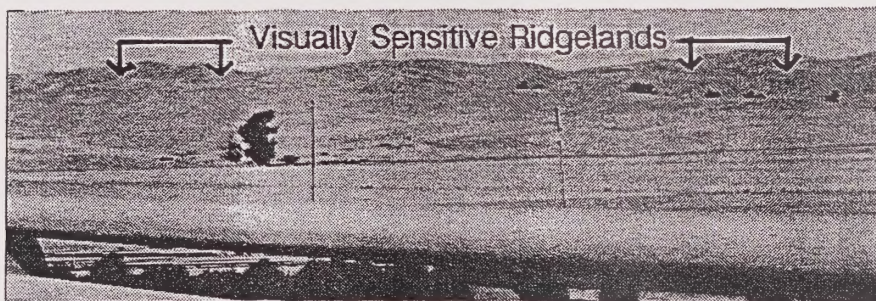


Figure 10: Viewpoint 2 (I-580 at the Tassajara Road overpass)



Figure 11: Viewpoint 3 (I-580 at the Fallon Road overpass)

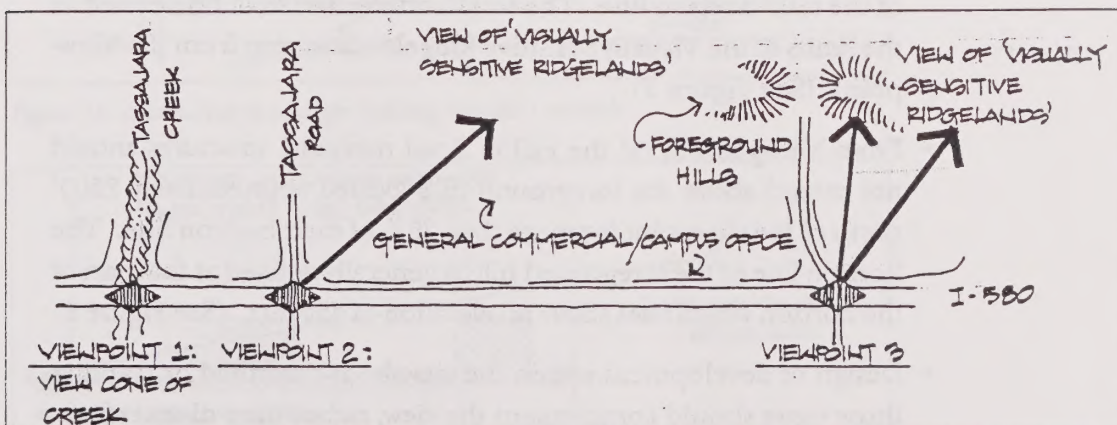


Figure 12: Location of the 3 viewpoints (See Figures 7 and 8 for details of Viewpoints 2 and 3)

***POLICY 1:** Maintain a strong visual identity relating to the natural landforms and key visual elements in the Eastern Dublin area.*

STANDARD 1.1: From the three designated Viewpoints in this Zone, shown on Figure 12, maintain a generally uninterrupted view to significant natural features.

- From **Viewpoint 1**, (at the Tassajara Creek crossing) preserve a clear view to the Tassajara Creek corridor from I-580. In order to form a view cone that will allow the traveler on I-580 to experience this view, building setbacks must increase closer to the creek crossing. Beginning 450 feet east along I-580 from the creek crossing, a setback line shall be established at a 23 degree angle from the roadway, as measured from the center of the northernmost travel lane.

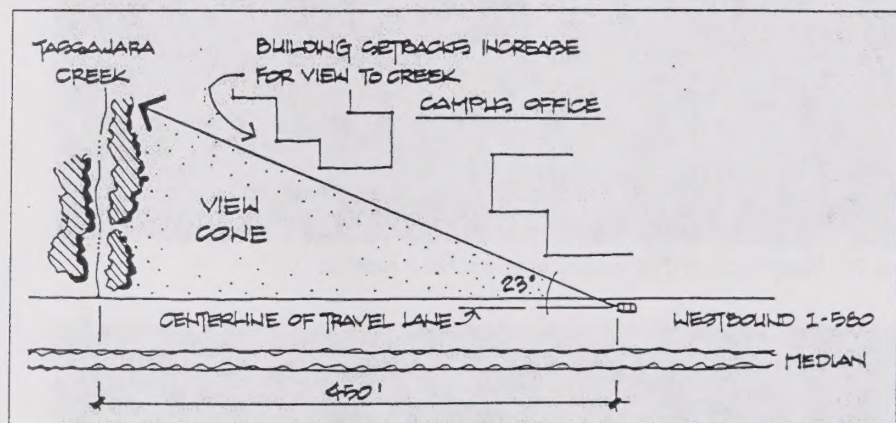


Figure 13: View cone at westbound I-580 towards Tassajara Creek

- From **Viewpoint 2**, (at the Tassajara Road overpass) structures should not extend above the horizon of the Visually Sensitive Ridgelines (as mapped in the Eastern Dublin Specific Plan - "Visually Sensitive Ridgelines - No Development") for more than 25% of the total horizon line. The total horizon line shall be defined as the limits of the Visually Sensitive Ridgelines as seen from the Viewpoint. (See Figure 7)
- From **Viewpoint 3**, (at the Fallon Road overpass) structures should not extend above the foreground hills located approximately 2500' north of the viewpoint for more than 25% of their horizon line. The horizon line of the foreground hills is generally defined as that part of the horizon which rises above an elevation of 450 feet. (See Figure 8)
- Design of development within the viewsheds described or framing those views should complement the view, rather than distract from it. (See Figure 14)



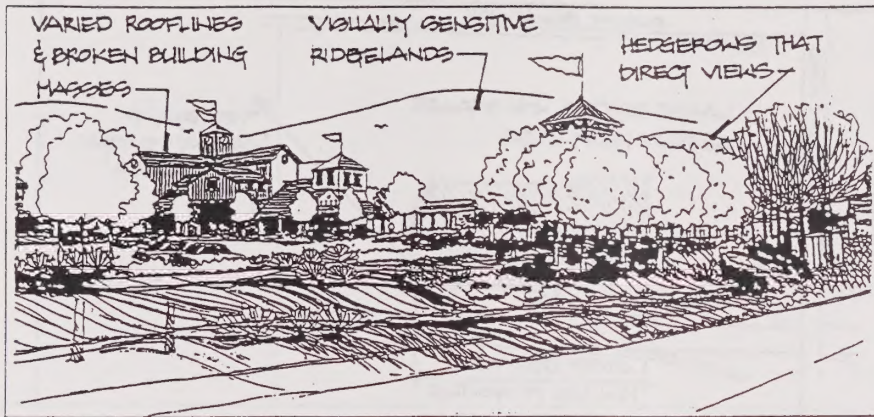


Figure 14: Protection of the horizon line and complementary design of the development

STANDARD 1.2: Structures adjacent to the corridor, generally within 700 feet of the Scenic Corridor, should be allowed to obstruct views of the Visually Sensitive Ridgeland from I-580 for not more than approximately 50% of the developed frontages.

- Views may be maintained by balancing building heights and setbacks so as to allow views over the buildings, by clustering buildings to allow views through, or by siting parking to preserve views to the hills. (See Figures 15 - 17)

Structures shall not be located where they would obstruct scenic views or appear to extend above a scenic ridgetop (i.e. silhouetted) when viewed from designated scenic corridors.

Mitigation Measure 3.8/5.1: Eastern Dublin GPA & Specific Plan EIR

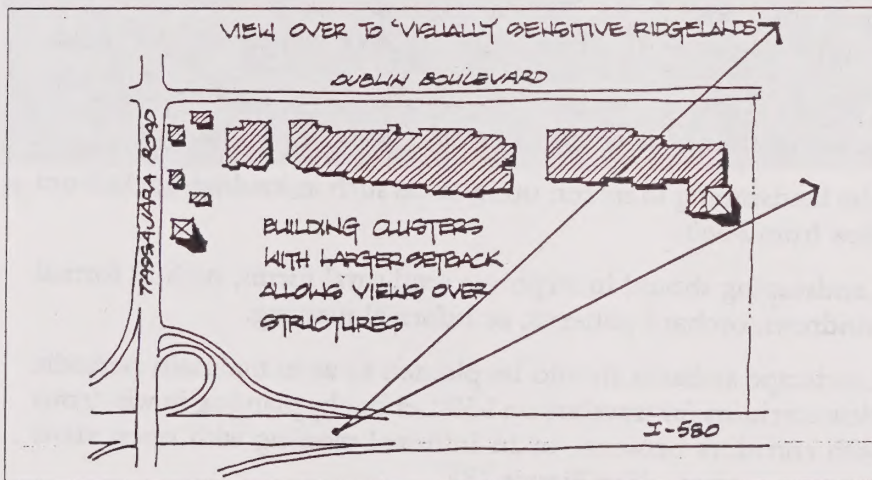


Figure 15: Alternative with larger building setbacks - example

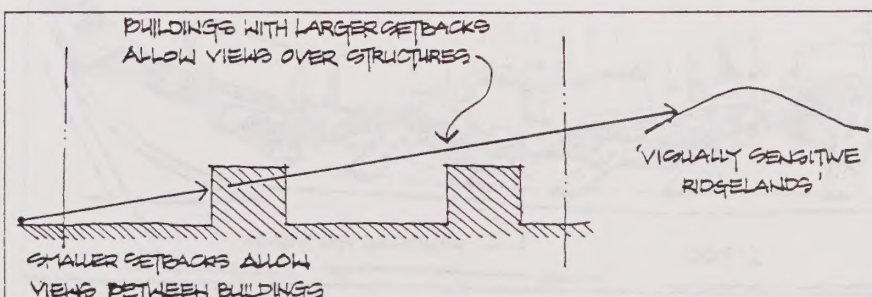


Figure 16: Comparison of sightlines in relation to building setbacks

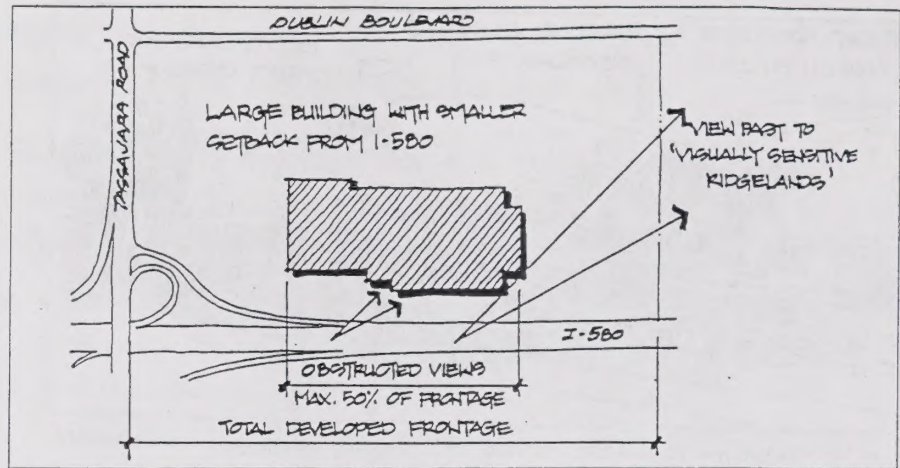


Figure 17: Alternative with smaller building setback - example

- Any structure which lies within a viewcone of a Viewpoint described in Standard 1.1 shall adhere to the provisions of Standard 1.1 only. The provisions of Standard 1.1 shall supersede the provisions of Standard 1.2 for those structures.

POLICY 2: Create a positive image of Dublin for through travelers.

STANDARD 2.1: Architecture visible from the Scenic Corridors should complement the local environment.

- Use varied roof forms and parapets of varying heights to break down the scale and add visual interest to commercial buildings.
- The base colors and materials of buildings, fences, and walls should be compatible with natural environment.
- Use landscaping to screen utility areas such as loading docks from view from I-580.
- Landscaping should incorporate semi-rural forms, such as formal windrows, orchard patterns, or informal massing.
- Landscape setbacks should be planted so as to maintain periodic view corridors for travelers on I-580, either by planting in windrows with corridors between, or in informal massing with open views between masses. (See Figure 18)

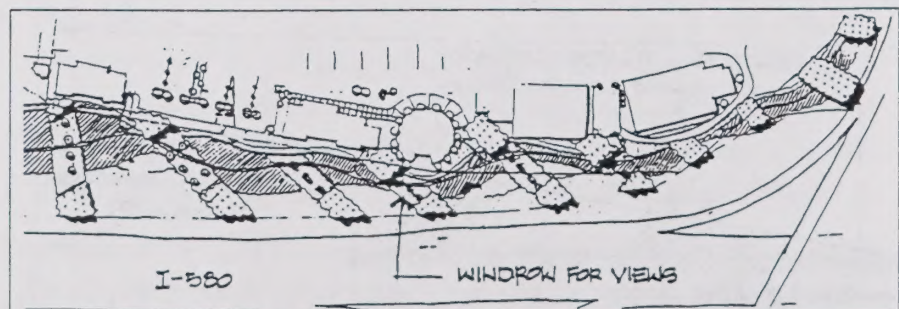


Figure 18: Windrow planting along I-580 allow through views



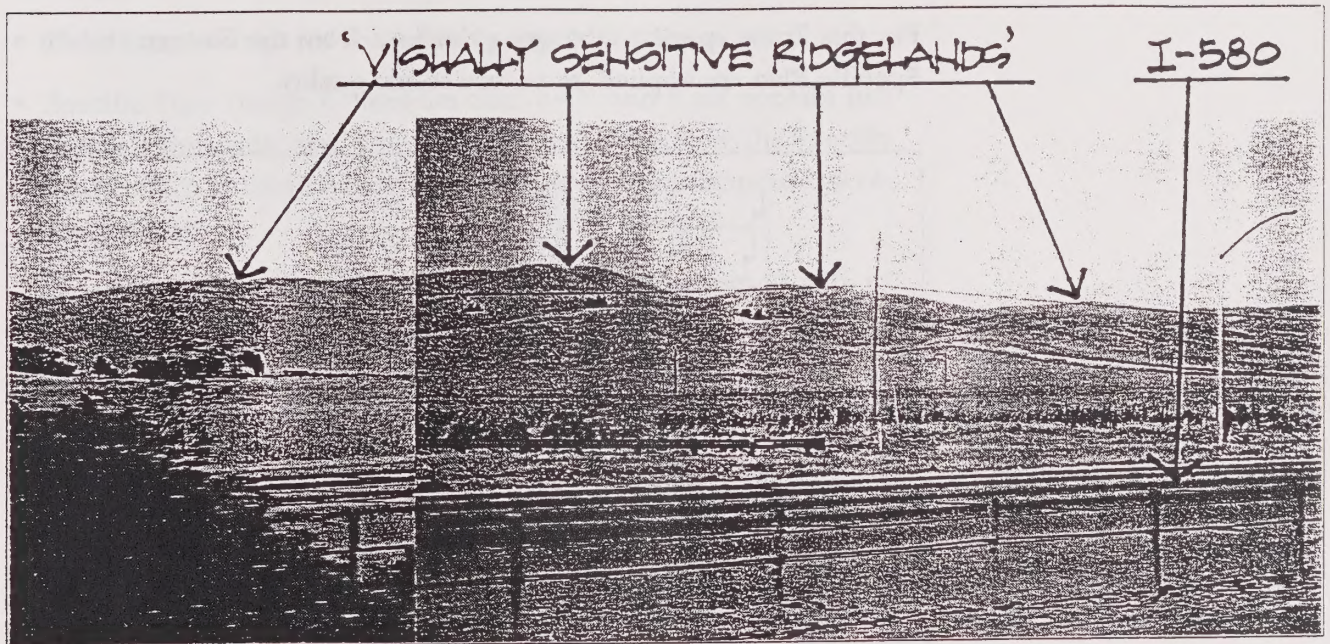


Fig. 19: View Study from I-580

Zone 2: Tassajara Gateway

Tassajara Road will be the major entry to Eastern Dublin from I-580. The entry to the Town Center for Eastern Dublin will be located along Tassajara Road. Because of the flatness of the topography in this area, here, built form and streetscape will be the predominant views.

Moving north on Tassajara Road, views through the park at Gleason Road toward Tassajara Creek and the knolls beyond again connect the Scenic Corridor traveler with the natural features of Eastern Dublin.

For this Zone, specific advisory guidelines from the Eastern Dublin Specific Plan are applied, to ensure scenic quality.

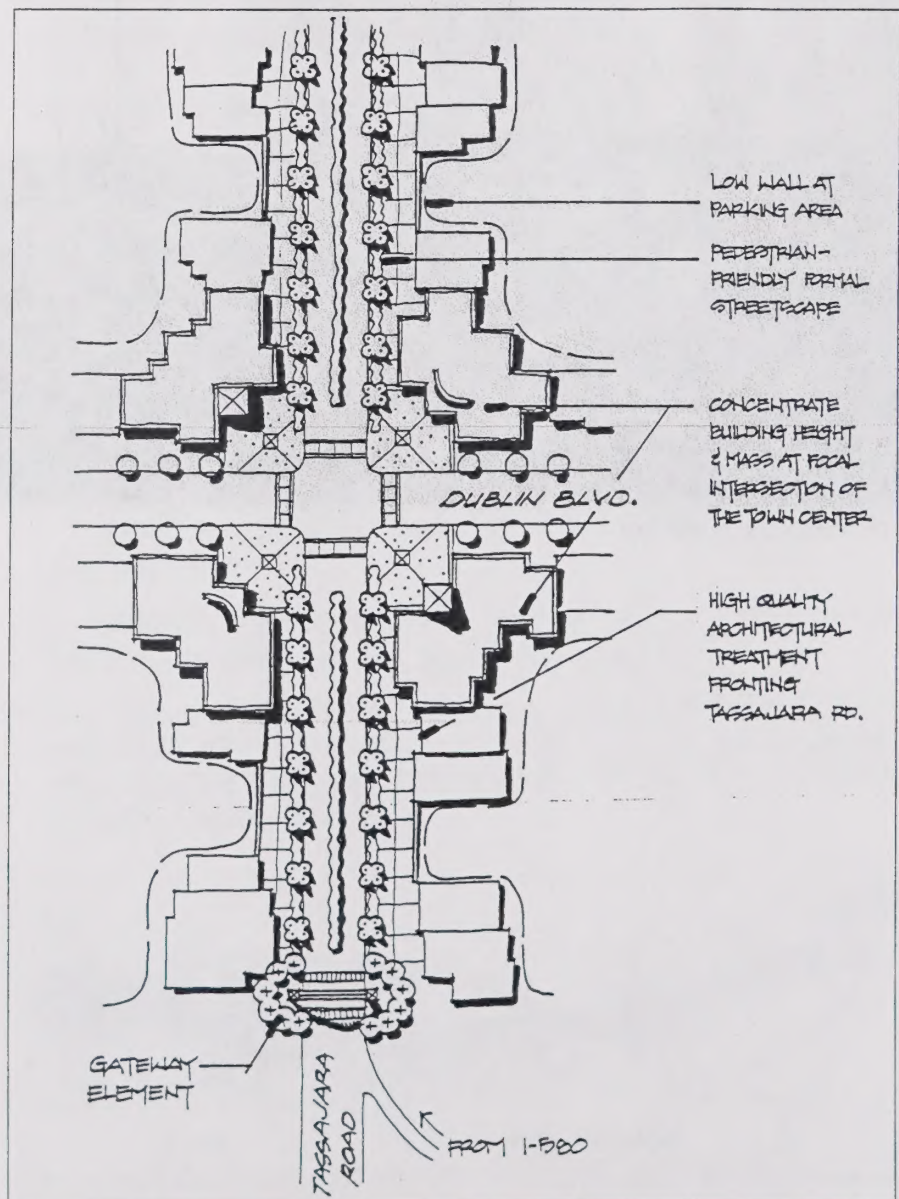


Figure 20: Tassajara Gateway



POLICY 3: Establish Gateway to Eastern Dublin.

STANDARD 3.1: Concentrate building height and mass at the focal intersection of the Town Gateway.

- Step up building heights toward the Dublin Blvd. / Tassajara Road intersection.
- Site buildings close to the Tassajara Road right-of-way, to emphasize the gateway effect.
- Use distinctive right-of-way landscaping to emphasize entry.
- Specific Plan Design Guidelines Sec. 7.4.1, and 7.4.2 contain further recommendations. The following provisions from the Specific Plan Design Guidelines are incorporated into this Standard as requirements:

Orient buildings to major arterial streets within eastern Dublin to enhance the gateway experience. Do not site buildings directly adjacent to the freeway ROW, where they are oriented primarily toward passing freeway traffic, turn their backs on community streets, and block views from the freeway to the hills.

Buildings should increase in height with distance from the freeway, with lowest buildings nearest the freeway ROW and tallest buildings near the intersection of Dublin Boulevard and the major north-south arterial.

Articulate building corners around the intersection, for example by stepping up in height, adding towers or varying roof form.

Divide parking lots into smaller units, and site buildings to screen views of parking from major thoroughfares.

Landscape parking lots with one tree per 4-6 parking stalls.

POLICY 4: Convey sense of connection to the vital commercial district.

STANDARD 4.1: Create a pedestrian friendly streetscape with buildings facing onto the street. (See Figure 21)

- Site buildings at the setback line along Tassajara Road.
- Facades should be varied and articulated.

- Site parking behind buildings.
- Landscaping along the Tassajara Road right-of-way should be formal.
- Provide wide sidewalks with shade trees along Tassajara Road.



Figure 21: Image of Town Center

POLICY 5: Leaving the commercial area, reconnect northbound travelers with sense of natural landforms and place.

STANDARD 5.1: Provide transition from focus on built environment to focus on natural features.

- Adjacent to the city park, incorporate landscaping for Tassajara Road right-of-way into park design.
- Maintain views through the park to the Tassajara Creek Corridor.
- High canopy trees may provide views to the creek corridor.
- Incorporate informal massing of trees into right-of-way landscaping.

STANDARD 5.2: From **Viewpoint 4** (at Tassajara Road south of Gleason Road, where the park begins), provide a view to the north-western knoll.

- By providing spaces between buildings and by keeping landscaping low between the Viewpoint and the western knoll, maintain a view corridor to knoll for northbound travelers.



Zone 3: Tassajara Creek Valley

This section of Tassajara Road parallels Tassajara Creek through a valley formed by a series of knolls and low foreground hills. To maintain a sense of this character, it is important to periodically allow views of the hills and knolls as one proceeds through the corridor, and to allow the riparian vegetation along Tassajara Creek to periodically be seen from the road. The views from Tassajara Road at the creek crossing will provide the strongest sense of the natural landscape in this Zone. The semi-rural ambiance of this Zone will be reinforced by the character of the streetscape.

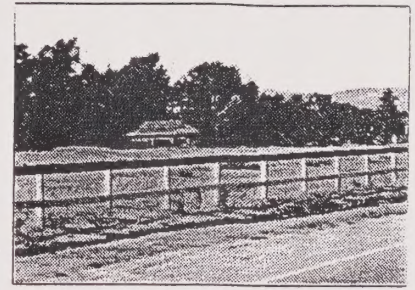


Figure 22: View of creek vegetation

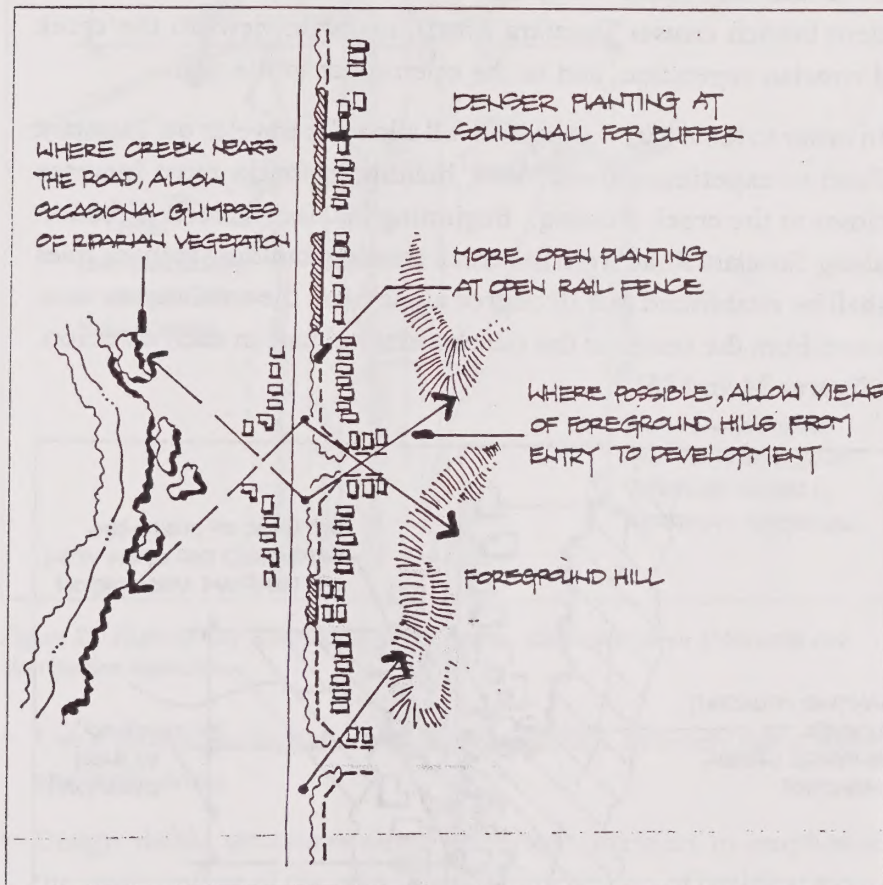


Figure 23: Tassajara Creek Valley

POLICY 6: Emphasize valley character by creating viewpoints and view corridors to knolls, foreground hills and to Tassajara Creek.

STANDARD 6.1: Allow intermittent views from Tassajara Road to the hills, knolls, and creek.

- Where clustering of buildings or varying roof heights and pitches allows for views over or through to the hills beyond, this is strongly encouraged.

- Generally, site entry roads into developments so as to provide direct views into the hills, knolls, and creek vegetation beyond. (See Figure 22)
- The Tassajara Creek corridor should be visible through public lands. Right-of-way landscaping should not obscure views to the creek corridor. High canopy trees should be used on the western side of the road where views to the creek corridor are possible. Trees should be massed informally, or spaced to allow views through to creek corridor.

Tassajara Creek and other stream corridors are visual features that have special scenic value for the planning area. The visual character of these corridors should be protected from unnecessary alteration or disturbance, and adjoining development should be sited to maintain visual access to the stream corridors.

Policy 6-39: Eastern Dublin Specific Plan

STANDARD 6.2: From Viewpoint 5 (where Tassajara Creek's intermittent branch crosses Tassajara Road), maintain views to the creek and riparian vegetation, and to the open space to the east.

- In order to form a view cone that will allow the traveler on Tassajara Road to experience these views, building setbacks must increase closer to the creek crossing. Beginning 300 feet in each direction along Tassajara Road from the creek crossing, building setback lines shall be established at a 10 degree angle from the roadway, as measured from the center of the outermost travel lane in each direction. (Figures 24 and 25)

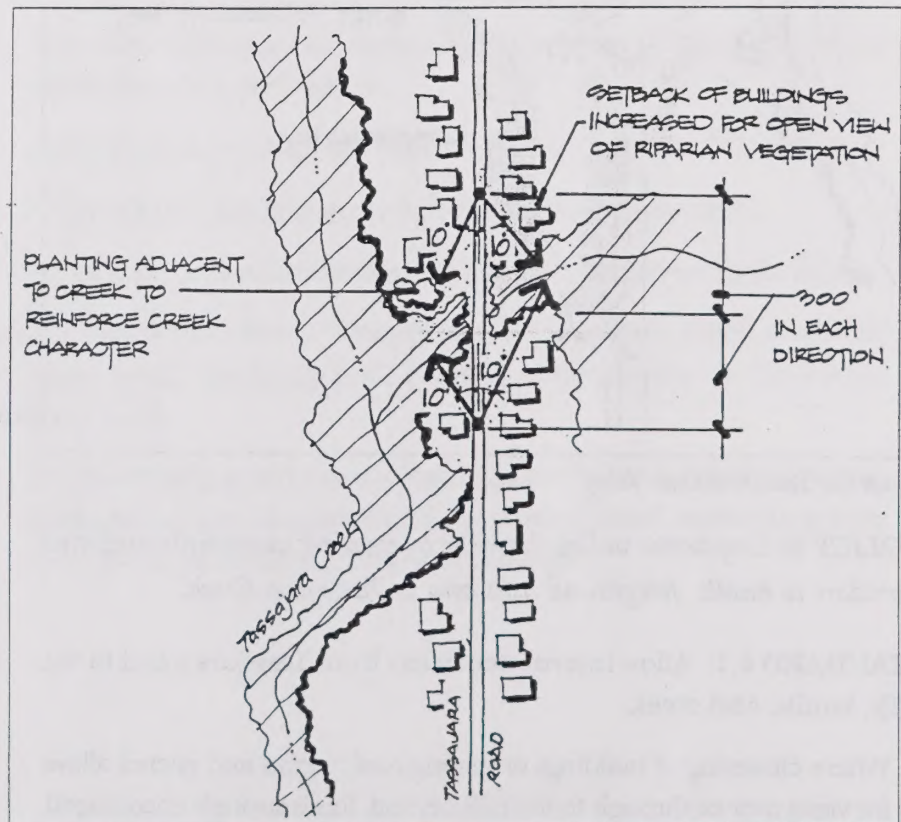


Figure 24: Increased building setback for view of creek and riparian vegetation

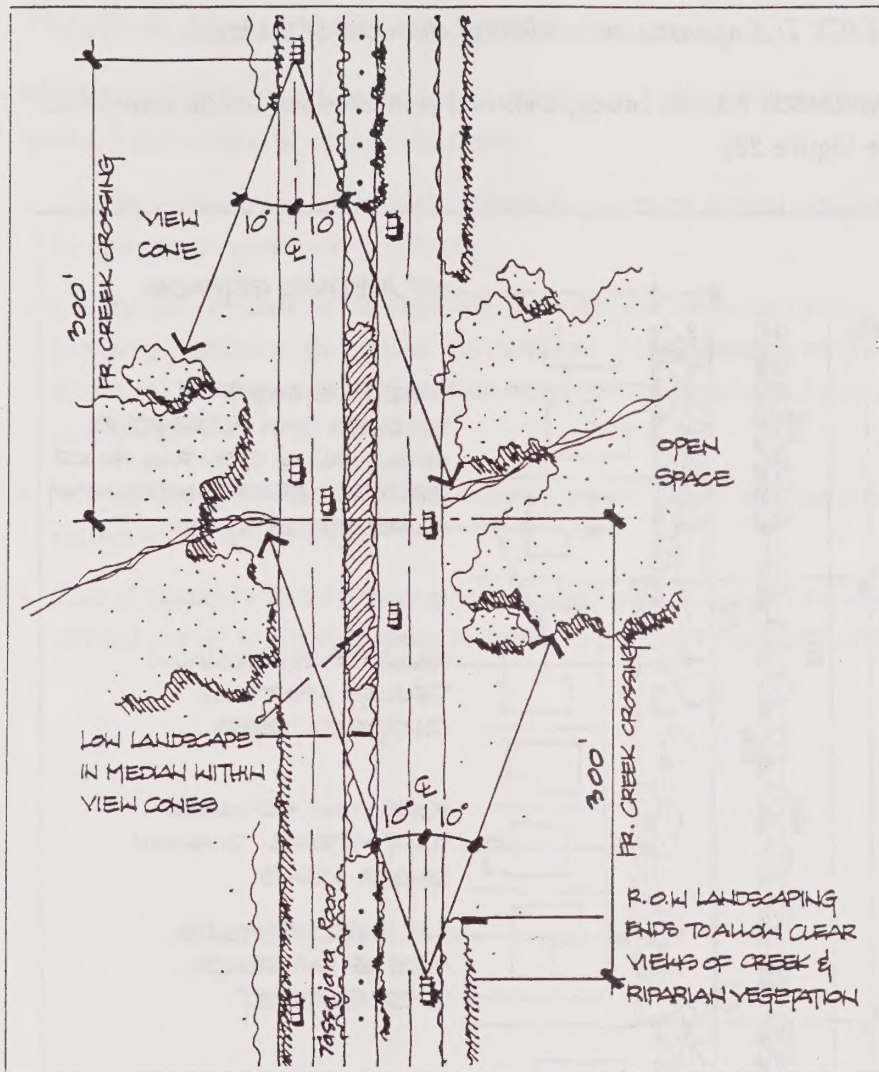


Figure 25: Right-of-way landscaping pulled back to allow clear views of the creek and the riparian vegetation

- Use a landscape buffer to create a transition between open space and built areas.
- Design visible structures along the creek corridors to emphasize the rustic nature of the area through articulation of building mass, landscape treatment and selection of colors and materials to blend with the setting.
- Use high canopy trees, and pull back other right-of-way landscaping to allow clear views to the creek and riparian vegetation, and to the Open Space to the east.
- Right-of-way landscaping should provide smooth transition to riparian and open space areas adjacent to Tassajara Road.
- High canopy trees should be used to preserve views to the creeks.

POLICY 7: Emphasize the semi-rural character of the area.

STANDARD 7.1: Streetscape should reinforce semi-rural ambiance.
(See Figure 26)

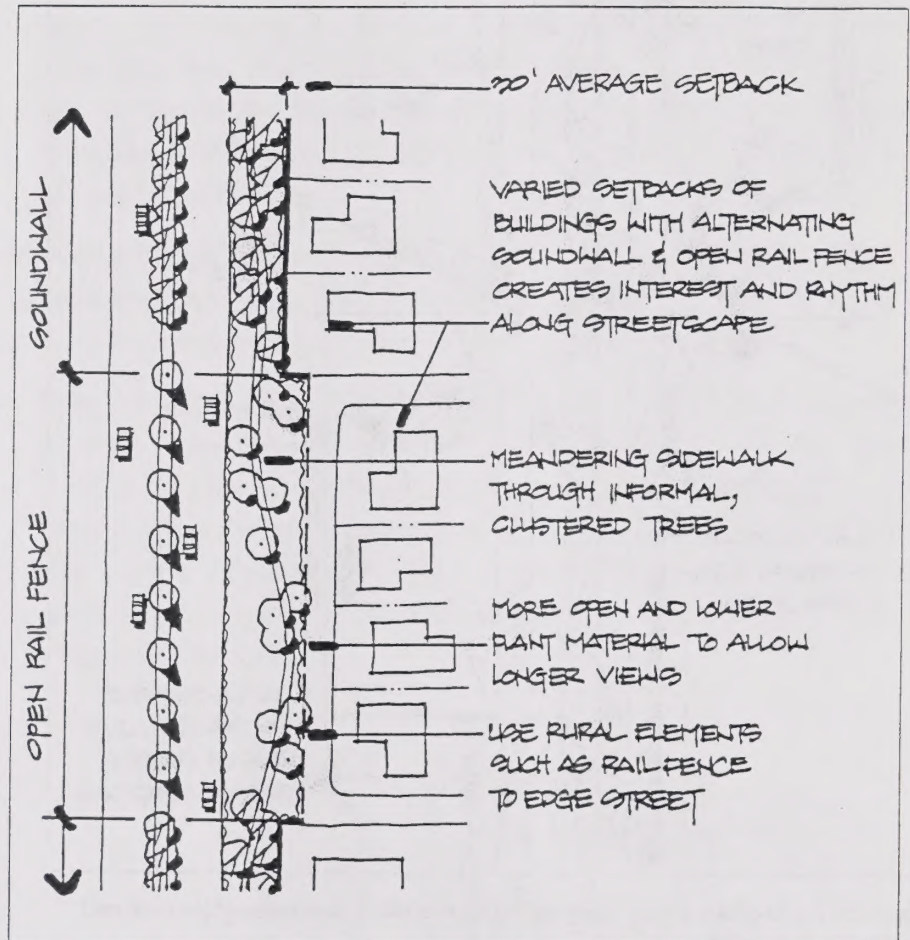


Figure 26: Edge treatment and varied building setbacks

- Use rural landscaping patterns, such as hedgerows, informal clusters, or orchard patterns.
- Avoid continuous sound walls along residential areas.
- Signs, fences, and wall materials should be appropriate to semi-rural setting.

STANDARD 7.2: Site and articulate buildings to provide interest and reduce perceived density.

- Vary building setbacks from Tassajara Road, and vary building orientation.
- Vary roof lines, pitches, and heights, and break up building masses.



POLICY 8: *Provide transition to Tassajara Village.*

STANDARD 8.1: North of the creek crossing at Tassajara Road, reintroduce more formal, village elements.

- On the western side of the right-of-way, begin more formal planting to announce presence of village.
- On the eastern side of the right-of-way, continue the more informal planting pattern to the end of the rural-residential zone, to emphasize rural heritage, and to maintain views to rural-residential parcel and knoll.
- West of Tassajara Road, reduce setback requirements to announce return to village setting.
- East of Tassajara Road, where possible, site houses on the rural residential parcel to provide views of knoll for travelers moving north.



Zone 4: Tassajara Village Area

Tassajara Village is the first point of entry to the Eastern Dublin community from the north. To the south, the hills and ridges rise on the eastern and western sides. Several nearby knolls provide focal points from the Scenic Corridors. Traveling north on either Tassajara or Fallon Road, one passes these knolls as natural gateways into the village. Tassajara Village will be the core of the residential areas in the northern part of Eastern Dublin, with commercial and higher density uses centered around the "T" intersection of Tassajara and Fallon Roads. Here, the relationship of community to landform is apparent. As a coming together of two Scenic Corridors at a village center, this intersection should be celebrated.

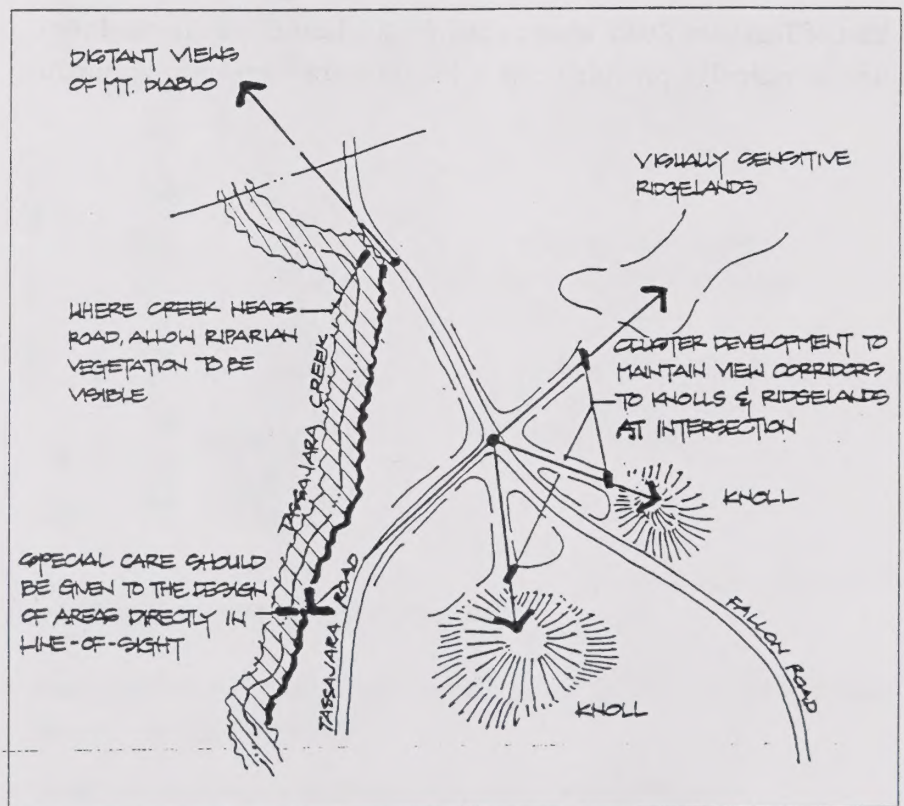


Figure 27: Tassajara Village Area

POLICY 9: Preserve views of the surrounding knolls and to Tassajara Creek.

STANDARD 9.1: From Viewpoint 6 (at the intersection of Tassajara Road and Fallon Road), maintain view corridors that connect Tassajara Village to the surrounding landscape.

- Maintain views up Tassajara Road, northwest to Mt. Diablo, by keeping median landscaping open.



-
- Provide view corridors to the surrounding knolls, and to the Visually Sensitive Ridgeland to the northeast, by clustering development to allow views through.
 - Provide occasional views through to Tassajara Creek and its riparian vegetation.

***POLICY 10:** Reinforce image of Tassajara Village as a neighborhood center nestled into the surrounding landscape.*

STANDARD 10.1: Emphasize entries to Tassajara Village.

- From the south, maintain view corridors to the knolls that form significant landmarks and create “gateways” to Tassajara Village.
- Keep right-of-way landscaping open enough to preserve views to the knolls south of the village, which are located on rural residential land.
- Use siting and landscape to announce village presence and character.
- North of the “gateway” knolls, reduce setbacks and reintroduce more formal planting.

STANDARD 10.2: Reinforce image of the intersection of Fallon and Tassajara Roads as the core of Tassajara Village.

- Unify design elements around this intersection, for residential and commercial, by using buildings of compatible scales, materials, styles and colors.
- Maintain pedestrian/village scale in design of both high density residential and commercial buildings, to emphasize neighborhood character.
- Use common landscape palette for parcels surrounding intersection.



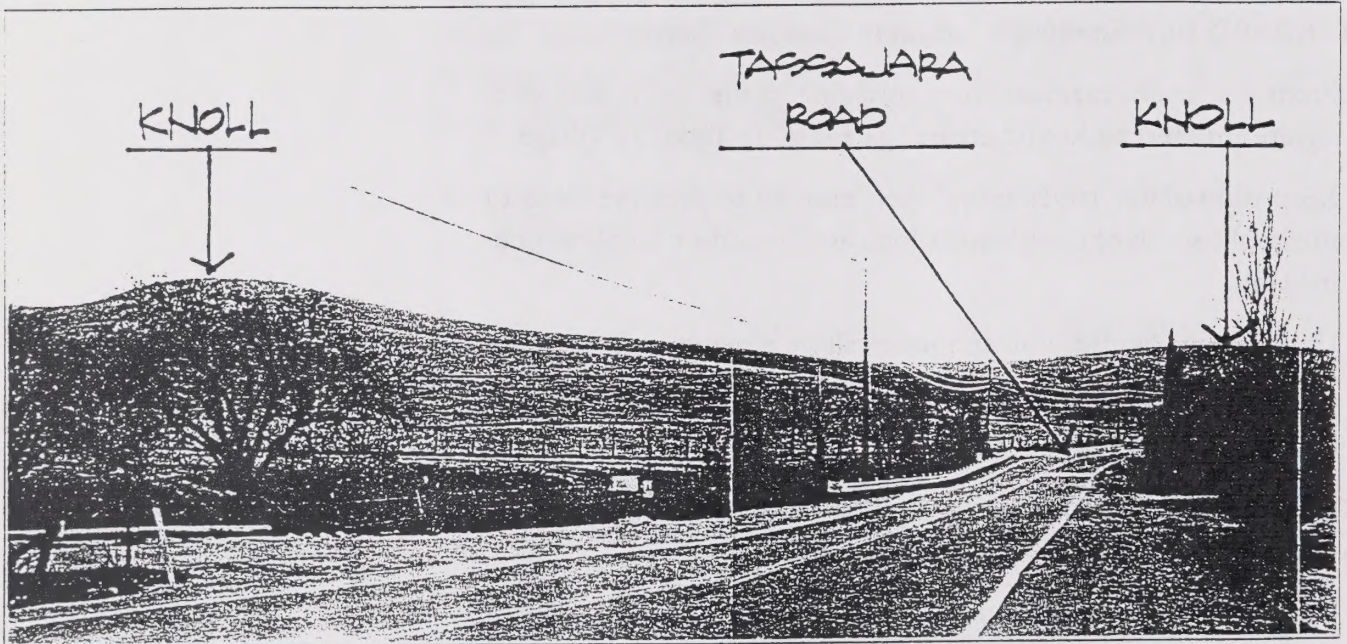


Fig. 28: View Study from Tassajara/Fallon intersection



Zone 5: Fallon Rural Open Space

Along this section of Fallon Road, open space and parkland buffers the residential development from view. Access roads to development will be few. The character of this corridor is defined mostly by the land adjacent to the right-of-way, which will be park, rural residential, or open space knolls, open slopes, or riparian drainage swale.

In the northern half of this Zone, there are distant, uninterrupted views to the Visually Sensitive Ridgelines, to the rolling hills of the foreground, and along the riparian corridor that crosses the road and eventually joins Tassajara Creek.

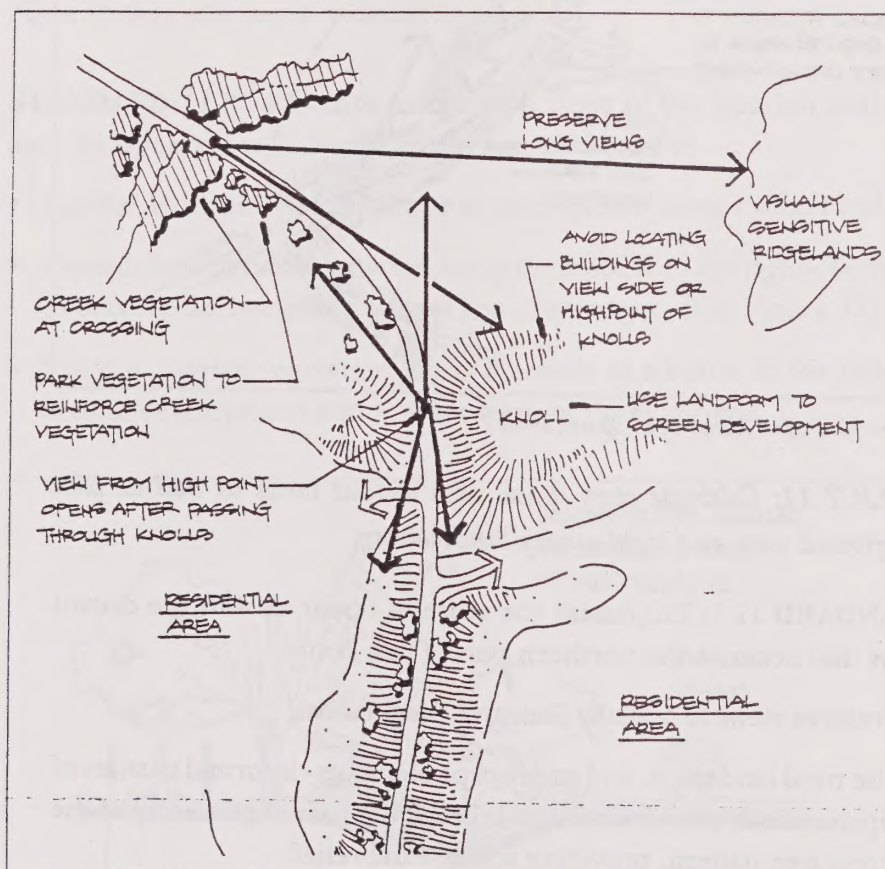


Figure 29: Fallon Rural Open Space (North)

In the southern half of the Zone, views open across Livermore and the Amador Valley. Here, however, the character is defined more by the immediate open space - knolls on the east side and a drainage swale with riparian vegetation on the west side - which blocks or buffers views to development. The character of the right-of-way must relate to these open spaces and enhance the traveler's experience of them.

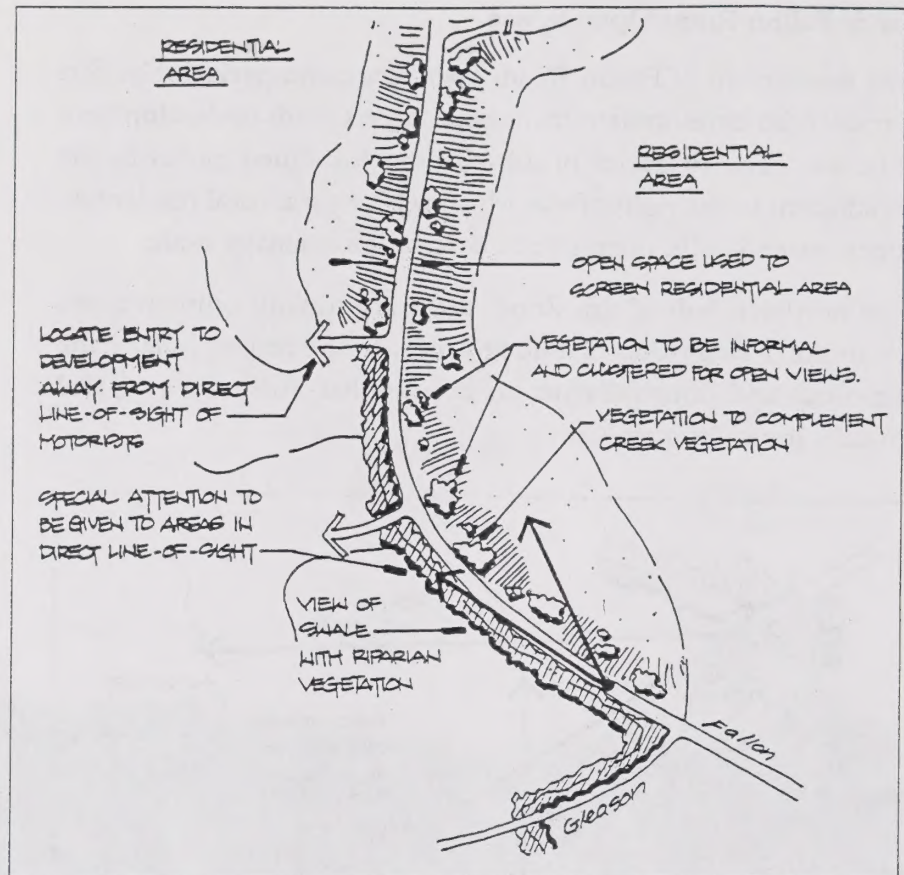


Figure 30: Fallon Rural Open Space (South)

POLICY 11: Celebrate open space, with distant views as well as with foreground view and right-of-way landscaping.

STANDARD 11.1: Emphasize the sense of openness and the distant views that occur in the northern part of this Zone.

- Preserve views to Visually Sensitive Ridgeland.
- Use rural landscape, and streetscape elements - informal clusters of riparian and/or oak trees which break the formal geometry of the street tree pattern, providing scenic rural relief.
- Keep median landscaping open to allow views across and/or through.
- In the Rural Residential area, homes should not be located on top of ridges or knolls, but should be nestled into the topography. Views of roof lines behind hills are permissible.
- Generally, avoid aligning entries to residential development with direct sight lines from the road. (See Figure 31)
- Strive to minimize visual impact of reservoirs in these areas through siting, design, and landscaping.



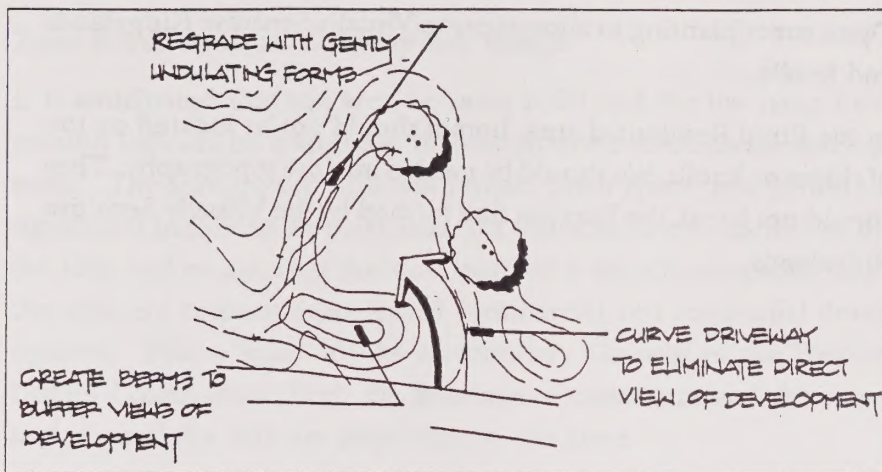


Figure 31: Entry alignment to residential development

STANDARD 11.2: Enhance foreground views of the riparian swale and the open space in the southern part of this Zone.

- Use the drainage swale as a buffer to development along Fallon Road.
- Extend the riparian vegetation along the swale into the right-of-way to become an integrated part of the streetscape. (See Figure 32)
- Use the riparian vegetation along the swale as a buffer to the residential development and to filter views of development.

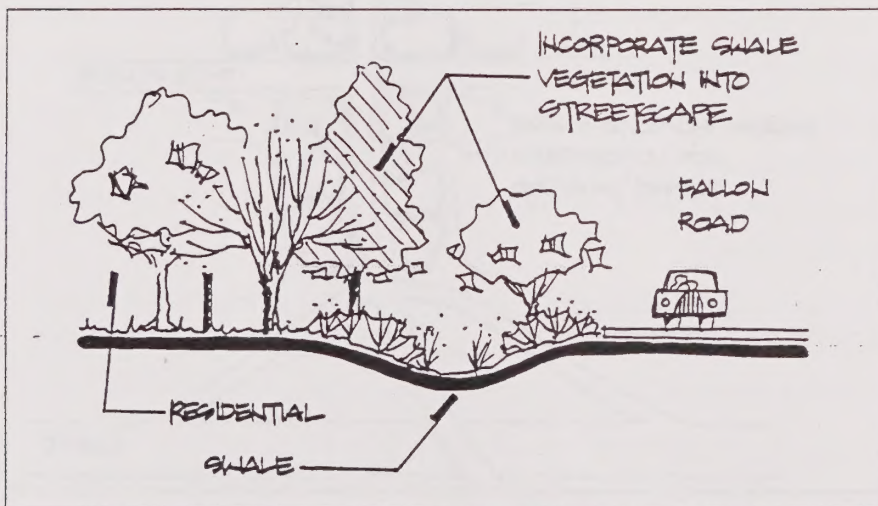


Figure 32: Integrate riparian vegetation with the streetscape

STANDARD 11.3: From Viewpoint 7, (at the crest of Fallon where it emerges from between the knolls, just past the northern entrances to the residential development), maintain generally uninterrupted views of the Visually Sensitive Ridgeland.

- Open street planting to allow views to Visually Sensitive Ridgeland and knolls.
- In the Rural Residential area, homes should not be located on top of ridges or knolls, but should be nestled into the topography. They should not break the horizon line formed by the Visually Sensitive Ridgeland.



Zone 6: Fallon Road Gateway and Village

It is anticipated that the area between I-580 and the low lying foreground hills will be comprised of auto-oriented commercial development. The foreground hills will remain open space, and provide a significant backdrop to these uses. In this area, the focus will be on the hills, and on assuring that development is visually compatible with the adjacent community-oriented commercial and residential development. Fallon Road will be a secondary Gateway to the Eastern Dublin Community. Both the presence of commerce and the sense and views of the hills are important in this Zone.

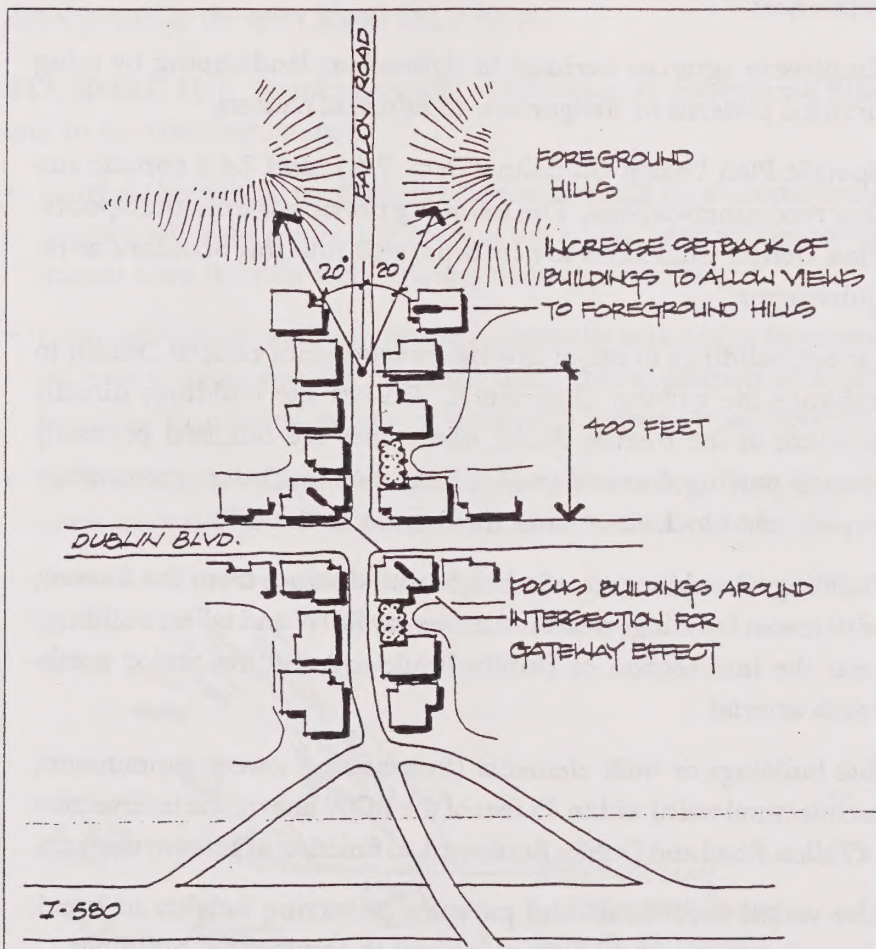


Figure 33: Fallon Road Gateway and Village

North of the hills, Fallon Road passes through compact residential development. From there to the end of the Zone, Fallon is bounded to the west by the community park. The community park provides a transition from the commercial and neighborhood development to the open spaces beyond. Traveling south, the community park and the low lying hills provide the visual focus.

***POLICY 12:** Establish secondary Gateway to Eastern Dublin, emphasizing foreground hills and rural heritage.*

STANDARD 12.1: Use building setbacks to create a Gateway at Fallon Road and Dublin Blvd., while remaining in scale with the adjacent residential and neighborhood development and in character with the semi-rural surroundings.

- Minimize setbacks at the intersection of Fallon Road and Dublin Blvd.
- Vary forms of roof lines and parapets for building interest.
- Landscape parking lots in orchard patterns or with other agrarian references.
- Emphasize agrarian heritage in right-of-way landscaping by using orchard patterns or hedgerows, or informal clusters.
- Specific Plan Design Guidelines Secs. 7.4.1. and 7.4.3 contain further recommendations. The following provisions from the Specific Plan Design Guidelines are incorporated into this Standard as requirements:

Orient buildings to major arterial streets within eastern Dublin to enhance the gateway experience. Do not site buildings directly adjacent to the freeway ROW, where they are oriented primarily toward passing freeway traffic, turn their backs on community streets, and block views from the freeway to the hills.

Buildings should increase in height with distance from the freeway, with lowest buildings nearest the freeway ROW and tallest buildings near the intersection of Dublin Boulevard and the major north-south arterial.

Site buildings or built elements (freestanding towers, monuments, architectural walls) within 75 feet of the ROW lines at the intersection of Fallon Road and Dublin Boulevard, to function as gateway markers.

Use varied roof forms and parapets of varying heights to break down the scale and add visual interest to commercial buildings.

Divide parking lots into smaller units, and site buildings to screen views of parking from major thoroughfares.

Landscape parking lots with one tree per 4-6 parking stalls.

STANDARD 12.2: From Viewpoint 8 (on Fallon Road south of the foreground hills), maintain open views of the foreground hills.



- In order to form a view cone that will allow the northbound traveler on Fallon Road to have this view for a visually significant amount of time, building setbacks must increase closer to the hills. Beginning approximately 400 feet north of the Fallon Road / Dublin Blvd. intersection, setback lines shall be established at a 20 degree angle from the roadway, as measured from the center of the northbound travel lanes. (See Figure 33)
- Keep right-of-way landscaping open to allow views of the foreground hills.

POLICY 13: *Provide a transition from the commercial and residential development to the open spaces to the north.*

STANDARD 13.1: Reinforce visual connections to foreground hills, and to the community park.

- Landscaping should reinforce the form of the hills, for example, avoid planting tall trees around the bases of these hills, because they would distract from the hills and minimize their apparent height.
- Unify right-of-way landscaping with community park design by clustering trees to allow views into the park, using natural patterns of clumping rather than formal geometric streetscape patterns. (See Figure 34)
- At the Fallon Village Center, use storefront architecture and streetscape design which enhances the pedestrian experience.

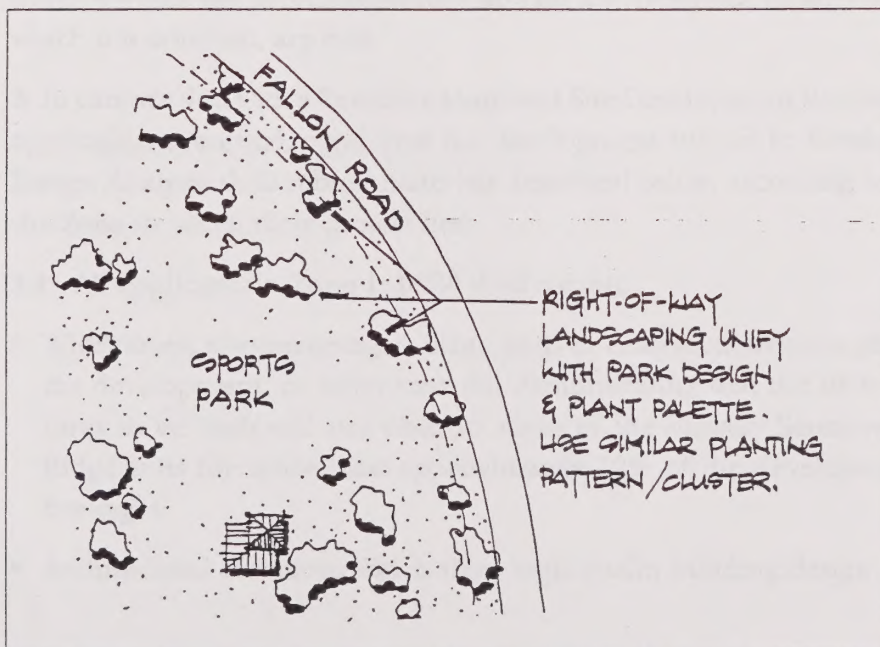


Figure 34: Integrate landscaping

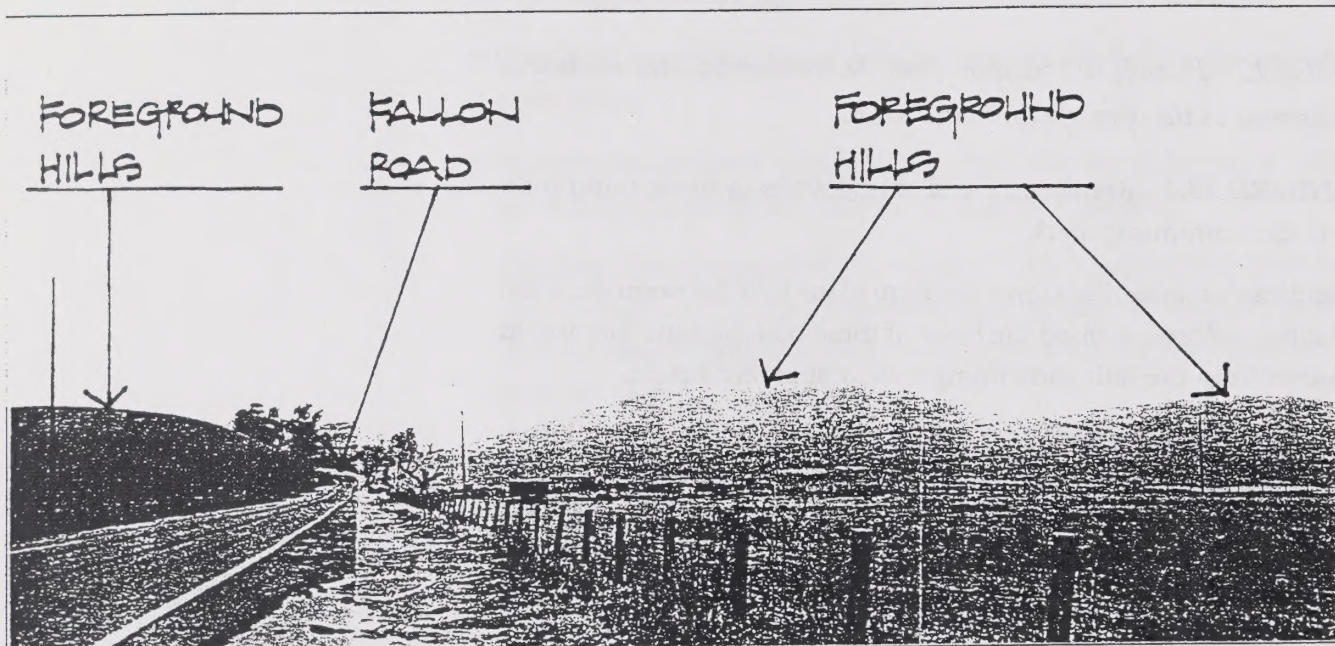


Fig. 35: View Study from Fallon Road



IMPLEMENTATION

1. Applicants seeking Tentative Map and Site Development Review approval for development projects within the viewsheds of Tassajara Road, I-580 and Fallon Road, as defined in the Eastern Dublin Scenic Corridor Policies and Standards, shall be subject during the project review process to **Scenic Design Analysis** and the following implementation requirements.

- Development within 700 feet of the Scenic Corridors is subject to **Scenic Design Analysis** unless the applicant demonstrates to the satisfaction of the Planning Department that at the time of the application, the development will not be visible from the Scenic Corridor.
- Development located in shaded areas shown on the **Eastern Dublin Viewpoints** map (Figure 6), is subject to **Scenic Design Analysis** unless the applicant demonstrates to the satisfaction of the Planning Department that at the time of the application, the development will not be visible from the Viewpoint. This includes structures which appear in the foreground of a designated view to Visually Sensitive Ridgeland, slopes, hills, or knolls, even though they do not block the view.

2. The applicant shall provide wireframes, photo montages, cross sections, or other graphics that demonstrate to the satisfaction of the planning department that the specific conditions described for the Zone in which the project is located, and for the Viewpoint (if any) to which it is adjacent, are met.

3. In conjunction with a Tentative Maps and Site Development Review application submittal, applicants for development subject to **Scenic Design Analysis** shall submit materials described below, according to the Zone in which their project lies:

3.1: All applicants in **Zone 1: I-580** shall submit:

- Wireframes, photomontages, plans, and/or cross sections through the development, or other material demonstrating that the structures to be built will not obstruct views of the Visually Sensitive Ridgeland for more than approximately 50% of the developed frontages.
- Architectural elevations which show high quality building design.

The City should officially adopt Tassajara Road, I-580, and Fallon Road as designated scenic corridors; adopt a set of scenic corridor policies; and establish review procedures and standards for projects within the scenic corridor viewshed.

Program 6Q: Eastern Dublin Specific Plan

The City should require projects with potential impacts on scenic corridors to submit detailed visual analysis with development project applications. Applicants will be required to submit graphic simulations and/or sections drawn from affected travel corridors through the parcel in question, representing typical views of the parcel from these scenic routes. The graphic depiction of the location and massing of the structure and associated landscaping can then be used to adjust the project design to minimize the visual impact.

Program 6R: Eastern Dublin Specific Plan

- Landscape plans which show high quality landscape treatment in front of blank architectural walls visible from I-580, and which show that utility areas such as loading docks will be screened from view from I-580.

3.1.1: Applicants within the shaded area described as **Viewpoint 1** shall submit, in addition to the requirements of Section 3.1:

- Plans demonstrating that the setback requirement set forth in Standard 1.1 is satisfied.

3.1.2: Applicants whose project is located in the shaded area described as **Viewpoint 2** shall submit, in addition to the requirements of Section 3.1:

- Wireframes, photomontages, plans, and/or cross sections through the development, as is appropriate, demonstrating that the structures to be built will not extend above the horizon of the Visually Sensitive Ridgeland for more than approximately 25% of the total horizon line.

3.1.3: Applicants whose project is located in the shaded area described as **Viewpoint 3** shall submit, in addition to the requirements of Section 3.1:

- Wireframes, photomontages, plans, and/or cross sections through the development, as is appropriate, demonstrating that the structures to be built will not extend above the horizon line of the foreground hills for more than approximately 25% of their total horizon line.

3.2: All applicants in **Zone 2: Tassajara Gateway** shall submit:

- Plans demonstrating that buildings are sited and designed in a manner consistent with gateway prominence.
- Plans and elevations demonstrating increased building heights and mass toward the Dublin Blvd./Tassajara Road intersection.
- Architectural elevations which show high quality building design.

3.2.1: Applicants whose project is located between **Viewpoint 4** and the northwestern knoll shall submit, in addition to the requirements of Section 3.2:

- Wireframes, photomontages, plans, and/or cross sections through the development, as is appropriate, demonstrating that a view of the northwestern knoll is maintained from the Viewpoint.



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3.3: All applicants in **Zone 3: Tassajara Creek Valley** shall submit:

- Plans demonstrating that entry roads generally are sited so as to provide views into the hills, knolls, and creek vegetation, and demonstrating views to those features between buildings, where feasible.
- Architectural elevations which show variation in roof lines, pitches, and heights, and high quality building design.

3.3.1: Applicants within the shaded area described as **Viewpoint 5**, or adjacent to the Open Space areas that are focal points of the Viewpoint, shall submit, in addition to the requirements of Section 3.3:

- Plans demonstrating that the setback requirement set forth in Standard 6.2 is satisfied.
- Landscape plans demonstrating a transition between open space and built areas.
- Architectural elevations showing that visible structures along Tassajara Creek are designed so as to emphasize the rustic nature of the area.

3.3.2: Applicants whose project is located **south** of **Viewpoint 5** shall submit, in addition to the requirements of Section 3.3:

- Plans demonstrating variation in building orientation and setback from Tassajara Road.
- Plans demonstrating discontinuous use of sound walls.
- Graphics showing fencing, sign, and wall materials that are appropriate to a semi-rural setting.

3.3.3: Applicants whose project is located **north** of **Viewpoint 5** shall submit, in addition to the requirements of Section 3.3:

- Plans demonstrating siting of buildings in conformance with Standard 8.1.

3.4: All applicants in **Zone 4: Tassajara Village Area** shall submit:

- Architectural elevations which show high quality building design.
- Site plans and landscape plans demonstrating that the design, siting, landscaping, and setback requirements of Standards 10.1 and 10.2 are met.

3.4.1: Applicants whose project falls entirely or partially within a shaded area at **Viewpoint 6**, the intersection of Tassajara Road and Fallon Road, shall submit, in addition to the requirements of Section 3.4:

- For those projects located between the Viewpoint and the Visually Sensitive Ridgeland or surrounding knolls indicated on the Eastern Dublin Viewpoints map, plans and cross sections showing that a view to those Visually Sensitive Ridgeland or knolls has been preserved, where feasible. If a view to Tassajara Creek and its riparian vegetation is possible, this is also strongly encouraged.
- Architectural elevations which show high quality building design which is compatible in scale and style, and in material and color palette with other development adjacent to that intersection.
- Landscape plan indicating use of landscaping materials compatible with other development adjacent to that intersection.
- Plans and elevations demonstrating pedestrian/village scale of both high density and commercial buildings.

3.5: All applicants in **Zone 5: Fallon Rural Open Space** shall submit:

- Plans demonstrating that entry roads to residential development generally are not aligned with direct sight lines from Fallon Road.

3.5.1: Applicants within the **Rural Residential Zone** shall submit, in addition to the requirements of Section 3.5:

- Plans demonstrating that structures are not located on the tops of ridges or knolls.
- If located between **Viewpoint 7** and the Visually Sensitive Ridgeland to the north, plans and cross sections demonstrating that structures will not extend above the horizon line of the Visually Sensitive Ridgeland, where feasible.

3.6: All applicants in **Zone 6: Fallon Road Gateway and Village** shall submit:

- Architectural elevations which show high quality building design.

3.6.1: Applicants in the **southern** portion of the Zone, between I-580 and the foreground hills shall submit, in addition to the requirements of Section 3.6:

- Plans demonstrating that the setbacks around the intersection of Fallon Road and Dublin Blvd. are minimized.
- Architectural elevations showing variation in forms of roof lines and parapets.



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- Landscape plans demonstrating use of agrarian patterns, such as hedgerows, orchard patterns, or informal clusters.

3.6.2: Applicants within the shaded area described as **Viewpoint 8** shall submit, in addition to the requirements of Section 3.6:

- Plans demonstrating that the setback requirement set forth in Standard 12.2 is satisfied.

3.6.3: Applicants in the portion of the Zone between the foreground hills and Gleason Road shall submit, in addition to the requirements of Section 3.6:

- Plans and elevations demonstrating pedestrian/village scale of streetscape and buildings.
- If adjacent to the foreground knolls, landscape plans demonstrating that the form of the knolls is not obscured, but rather, emphasized.



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